

ATLANTIC FISHERMAN

DECEMBER
1951

Come Hell or High Water...

*Columbian
can take it!*

Last July, a carload of Columbian Rope was swamped in the Missouri River flood that hit Kansas City. After 15 days under mud and water, the boxcar was shipped back to Auburn, N. Y., for inspection. For two weeks, while temperatures outside ranged in the 90's, the coils of Columbian Rope "sweated out" the return trip.

The rope was scrubbed on arrival — then given Columbian's torture test for strength. Here are the results:

Breaking Strength	
Rope Dia.	1,410 lbs.
3"	1,410 lbs.
"	1,450 lbs.
"	1,450 lbs.
"	1,430 lbs.
Average...	1,377 lbs. [*]
3 1/2"	12,000 lbs.
3 1/2"	12,100 lbs.
3 1/2"	12,800 lbs.
3 1/2"	12,300 lbs. ^{**}
Average...	12,300 lbs. ^{**}
4 1/2"	21,000 lbs.
4 1/2"	21,500 lbs.
4 1/2"	22,000 lbs.
Average...	21,500 lbs. ^{**}

^{*}Federal specifications figure used by U. S. Govt. when buying $\frac{3}{8}$ " dia. manila rope is 1,350 lbs. breaking strength.

^{**}Federal specifications figure: 12,000 lbs.

^{***}Federal specifications figure: 18,500 lbs.

Kansas topsoil and Missouri River water couldn't get past Columbian's superior waterproofing. ▲

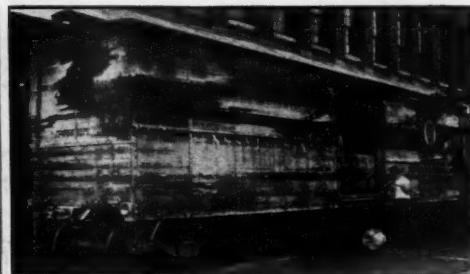
After cleaning, rope was sold as "soiled." Users report no flaw in strength or serviceability.

. . . Which all goes to prove what Columbian users have known for decades—
"There Is No Finer Rope!"

COLUMBIAN ROPE COMPANY

310-80 Genesee St.

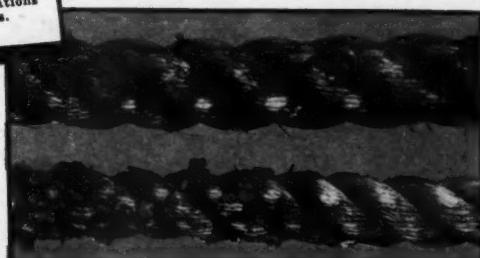
Auburn "The Cordage City," N. Y.

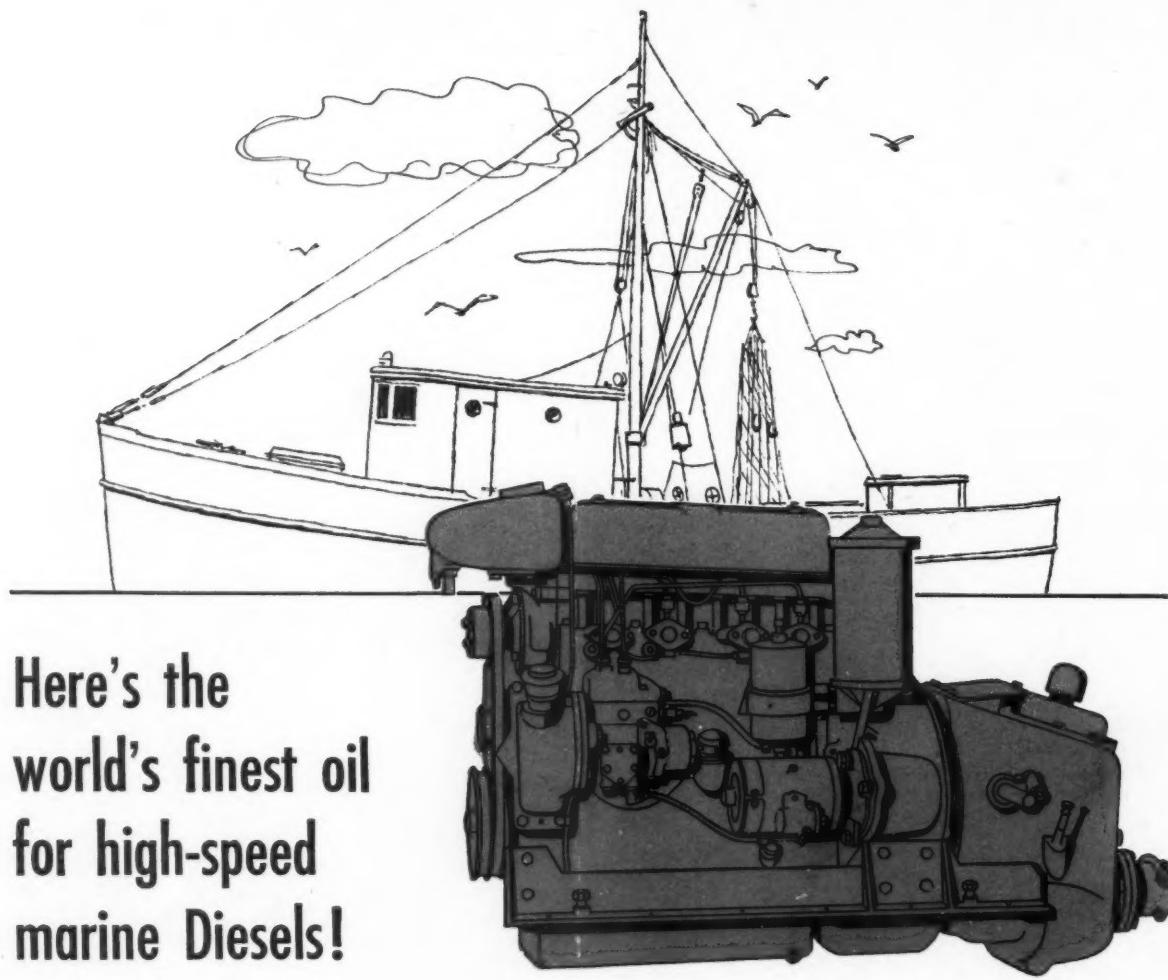


↑ Submerged boxcar arrived with doors jammed shut — took muscle and crowbar to pry open.



↑ What a mess! Tumbled rope—mud-caked coils—and 9" of silt on the boxcar floor.





**Here's the
world's finest oil
for high-speed
marine Diesels!**

Gulfpride H. D.

(HIGH
DETERGENCY)

A crankcase fill of Gulfpride H.D. is the finest insurance you can buy for low-cost maintenance of your high-speed Diesel.

This great new oil sharply reduces engine wear, especially that resulting from the use of fuels containing high percentages of sulphur.*

Here's why:

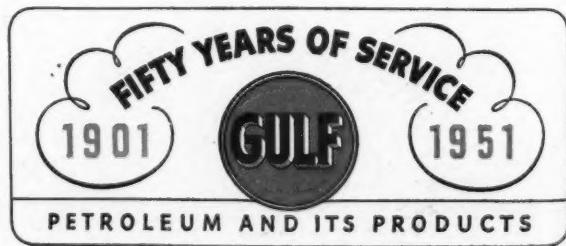
Gulfpride H.D. has alkaline properties which neutralize the corrosive acids formed on cylinder walls by sulphur-bearing fuels and water.

Gulfpride H.D. is a super-detergent oil which far exceeds the A.P.I. definition for heavy-duty-type oils. It's an oil that has the remarkable ability to keep engines clean. The powerful detergent-dispersant properties of Gulfpride H.D. keep contaminants in suspension—particularly partially burned portions of the fuel oil—prevent their collecting together and settling out. As a result,

Gulfpride H.D. greatly reduces sludge formation in the crankcase, prevents ring sticking, and keeps oil consumption exceptionally low.

Switch to Gulfpride H. D. now and you'll find a world of difference in operating and maintenance costs down through the years. See your friendly Gulf Dealer or write to Gulf Oil Corporation · Gulf Refining Company, Gulf Building, Pittsburgh 30, Pennsylvania.

*For sulphur content above 0.4% Gulf Super Duty Motor Oil is recommended for some engines.



General Motors new 6-110 Diesel with GM hydraulic reverse gear, powers this 60-foot shrimp trawler, driving a 42" x 32" 4-blade propeller through 3:1 reduction gear.

"WALKS AWAY from the Others"

"Answer to the fisherman's prayer" is the way co-owner H. E. Williams describes the "Big Lady," which was one of the first Florida shrimp trawlers to be powered with the General Motors 6-110 Diesels.

"Towing nets, the engine only turns at 1000 r.p.m. and really walks away from the other boats. She saves at least one hour and fifteen minutes on the 200-mile trip from Cape Canaveral area to our dock at Fernandina, Florida."

Owners Land and Williams report the 6-110 uses

about 8 gallons of fuel per hour. In fact, fuel consumption compares very favorably with that of the GM 6-71 engine in their "Pink Lady."

Like all other GM Diesel engines, the 6-110 is 2-cycle and exceptionally compact for its horsepower (190 continuous S.H.P. @ 1600 r.p.m.). It starts at the push of a button, uses safe, low-cost fuel, and requires little attention. Ask your GM dealer to give you the full story of this great new GM Diesel engine.



DETROIT DIESEL ENGINE DIVISION

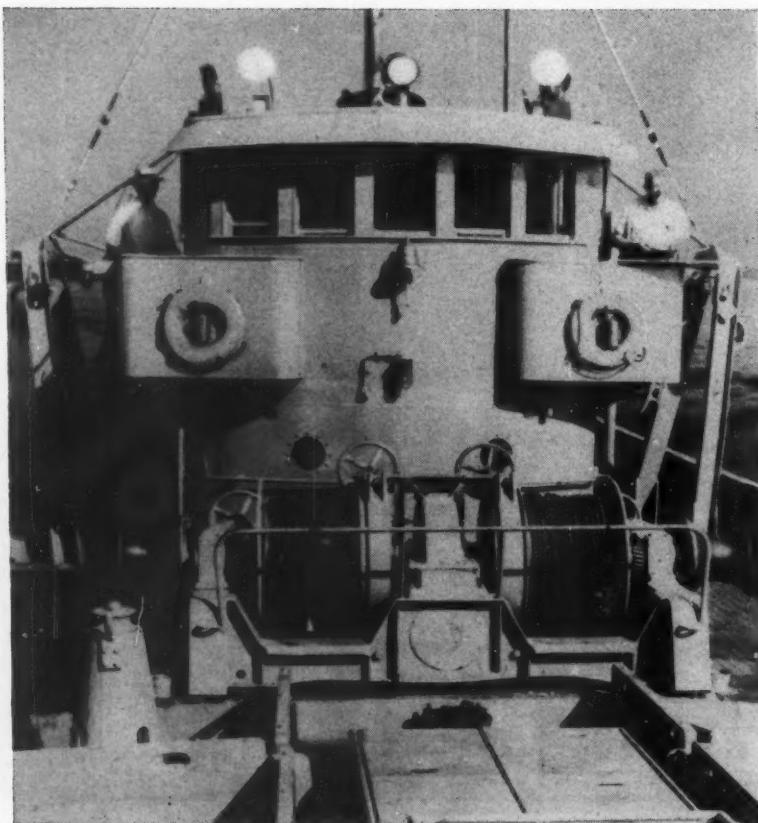
SINGLE ENGINES ...Up to 275 H.P. DETROIT 28, MICHIGAN MULTIPLE UNITS...Up to 800 H.P.

GENERAL MOTORS

DIESEL BRAWN WITHOUT THE BULK



Here's why you'll save money by using Tiger Brand Trawler Ropes



They last longer. Tiger Brand Wire Rope is designed to stand up under all the destructive forces encountered in fishing service. The special galvanizing does not crack or flake off but offers durable protection for a much longer time.

They resist abrasion, fatigue and just plain abuse. The use of better steel and the right construction for the job assures a rope that will stand the everyday wear and abuse found on the average fishing vessel.

You can get heavily galvanized Tiger Brand Wire Rope for fish trawling lines, fish tackles, jilsons, and fiber-covered combination net ropes.

There's a big difference in wire ropes — ask your distributor for American Tiger Brand.

AMERICAN STEEL & WIRE COMPANY,
GENERAL OFFICES: CLEVELAND, OHIO
COLUMBIA STEEL COMPANY, SAN FRANCISCO
TENNESSEE COAL, IRON & RAILROAD COMPANY,
BIRMINGHAM, SOUTHERN DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK



American Tiger Brand Galvanized Special Fish Trawling Rope



American Tiger Brand 6 x 12 Galvanized Plow Steel Deck Rope



American Tiger Brand 6 x 6 Galvanized Plow Steel Fiber
Covered Combination Net Rope



AMERICAN TIGER BRAND WIRE ROPE

UNITED STATES STEEL

Up-To-Date Catch Statistics Should Be Provided for All Areas

The availability of up-to-date statistics on business operations has become of utmost importance in industry planning. Monthly, weekly and even daily production indexes are issued in many fields.

In the fishing industry, timely production figures are very limited, and in some areas are virtually non-existent. As a result, it is difficult to obtain an accurate overall picture of the fish and shellfish catch.

The most recent annual report of the Director of the U. S. Fish & Wildlife Service contains the following information relative to the collection of fishery statistics:

"An important Service function is the collection, tabulation, and publication of information on the employment of fishermen, fishing craft and gear engaged in the capture of fishery products, the volume and value of the catch, production of manufactured fishery products, the freezings and holdings of frozen fishery commodities, and related information. These data are essential in the management of the nation's important fishery resources, which consist largely of populations of fish moving in interstate and international waters. The data are likewise essential in guiding the business activities of fishing industries and the local, State, and Federal Government agencies having functions affecting the fisheries."

"During the year, general statistical surveys to obtain operating unit and catch information were continued in the Pacific Coast, New England, Middle Atlantic, Chesapeake, and Gulf States. Data on the volume and value of the United States catch in the Great Lakes and the International Lakes of northern Minnesota were obtained, but it was not possible to secure information on the number of fishermen or quantity of gear operated in these lakes. It was likewise impossible to resume the catch and operating unit surveys of the South Atlantic States, which were last surveyed from 1945 data, or of the Mississippi River and its tributaries, which were last surveyed for 1931 data. Monthly and annual bulletins on the landings of fishery products in Maine and at the principal Massachusetts ports were continued. Early in the year a co-operative agreement was entered into with the Texas Game, Fish, and Oyster Commission for a monthly bulletin on the Texas catch according to gear and area of capture."

It seems almost incredible that no catch surveys have been made in the South Atlantic States since 1945, and that no fishing gear survey on the Great Lakes has been made since 1940. It is reported that these areas are being surveyed this year.

Even in other areas, the annual production figures for most States generally are two years in arrears. There are only six States on the Atlantic and Gulf coasts that issue monthly reports of fish and shellfish production. In some areas, statistics are compiled for certain ports, but because of continually shifting fishing operations, this information in itself is inadequate.

While several States have agencies which are set up to collect fishery statistics, most of the work of this nature has been handled by the Fish & Wildlife Service. One reason why the Federal agency has not been able to do a more complete job is that sufficient funds have not been allocated to statistical work. Lately some States have cooperated with the Fish & Wildlife Service in preparing production figures.

The Advisory Council on the Virginia Economy has advocated more facts and figures about Virginia's commercial fishing industry. The Council recommends use of the system employed by California whereby a carbon copy of all receipts for the sale of fish is given to the State by fishermen. Accurate analysis of the figures would be done by statistics laboratory to be established in the State Commission of Fisheries.

The plan proposed in Virginia may well be an ideal solution to the problem of securing production statistics. It merits serious consideration by all fish producing States as well as individuals and firms connected with the fishing industry.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXII DECEMBER 1951 NO. II

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40 MILES OF BOATS!



IF ALL BENDIX DEPTH RECORDER EQUIPPED BOATS WERE LINED UP END TO END - YOU COULD WALK FOR 40 MILES ACROSS THEIR DECKS

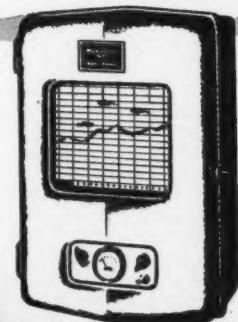
THIS IS THE BIGGEST MONEY-MAKING FLEET IN THE HISTORY OF COMMERCIAL FISHING.

HALIBUT FISHERMEN FROM ALASKA, PURSE SEINERS ALONG THE PACIFIC COAST, DRAGGERS FROM THE GULF AND ATLANTIC TRAWLERS ARE CATCHING MORE FISH AND MAKING MORE MONEY - THANKS TO THE BENDIX FISH FINDER.

THE BENDIX WILL MAKE MORE MONEY FOR YOU, TOO.
WRITE US FOR COMPLETE INFORMATION

Pacific Division

NORTH HOLLYWOOD, CALIF.



Bendix



EAST COAST OFFICE: 475 FIFTH AVENUE, NEW YORK 17, N. Y. • EXPORT DIVISION: BENDIX INTERNATIONAL, 72 FIFTH AVENUE, NEW YORK 11, N. Y.



ONE of the things skippers like best about Murphy Diesel power is the feeling of security they get with a smooth running, husky engine in the engine room. And the crew likes Murphy Diesel's stamina and dependability that gets them through the tough spots. In the dollars and cents department, Murphy owners will tell you that you can't beat them for fuel economy and freedom from costly upkeep and repairs. You, too, can come out ahead with Murphy Diesel Power for your next powering job.

The booklet "10 Questions to Ask a Diesel Engine Salesman" tells why Murphy Diesels are able to give such economical, dependable performance. Ask your Murphy Diesel Dealer for a copy or write direct.

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DIESEL COMPANY**
5321 W. Burnham St.
Milwaukee 14, Wisconsin

**MURPHY
DIESEL**

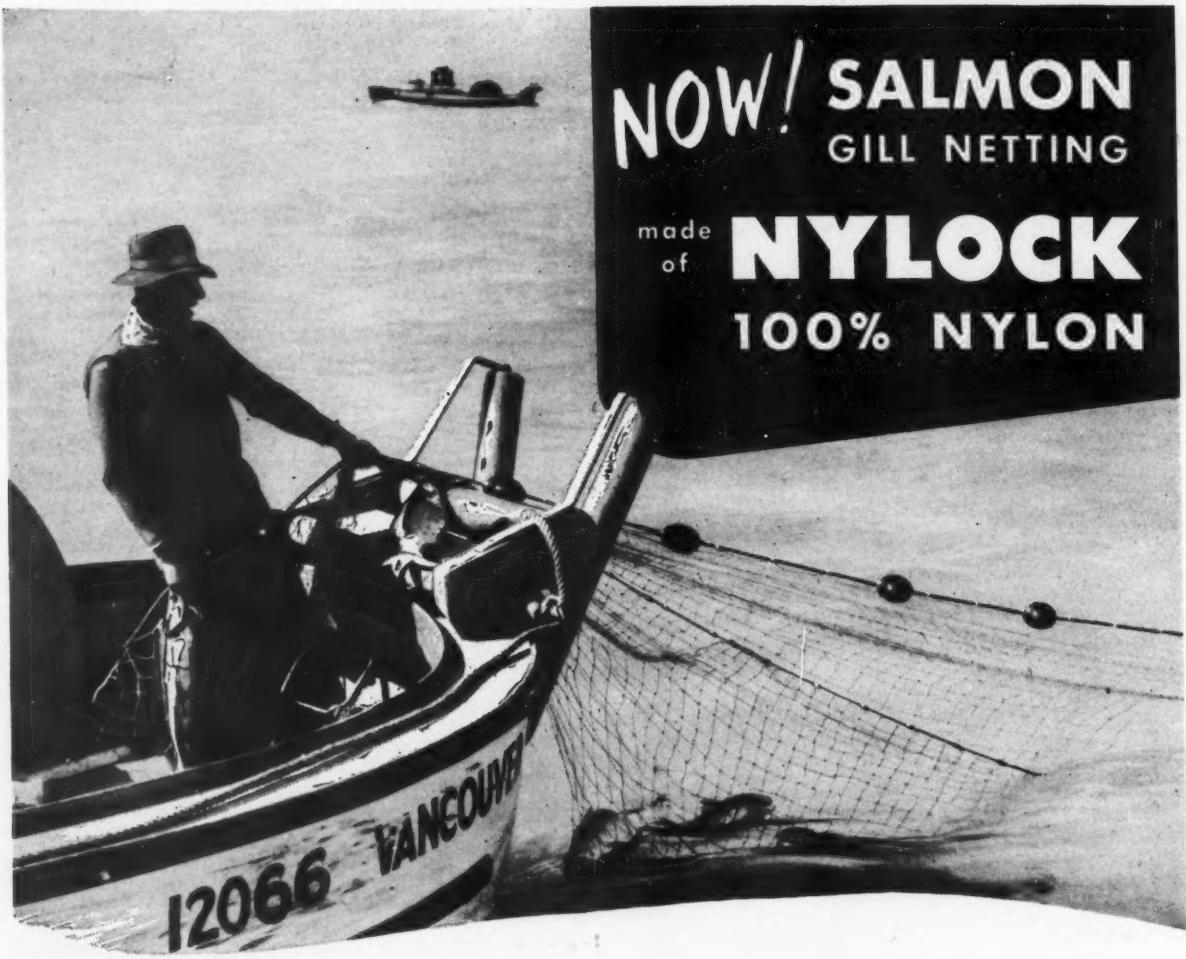
*Heavy duty power
for fishing*

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.

GET FULL INFORMATION FROM YOUR NEAREST DEALER

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PORTLAND 3, MAINE, Harbor Supply Oil Co., Inc.
SAVANNAH, GA., Motor Supply Company
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HOUSTON, TEXAS, Houston Engine & Pump Co.
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NOW! SALMON
GILL NETTING
made of **NYLOCK**
100% NYLON

Now AT LAST, salmon fishermen can get gill netting made of NYLOCK, the sensational Nylon twine that has revolutionized the fishing industry.

See for yourself how NYLOCK Netting increases your catch from 3 to 12 times! Drying is eliminated with NYLOCK Netting—that means that one net does the work of three. NYLOCK Netting is stronger, longer-wearing ... unaffected by mildew, fungus growths, oil or gasoline. It's lighter, easier to handle, no preservatives are needed and it is specially

treated (patent pending) to lock the threads together to prevent slippage.

Don't delay! For further information, write, wire or phone *today* to one of the following manufacturers who use NYLOCK Nylon exclusively for all of their Nylon Fish Netting:

R. J. EDERER and subsidiaries.
540 Orleans St., Chicago, Ill.
Unity and Elizabeth Sts.,
Philadelphia, Pa.

THE FISH NET & TWINE CO.
310-312 Bergen Ave.,
Jersey City, N. J.

MOODUS NET & TWINE INC.
Moodus, Connecticut

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A. M. STARR NET CO.
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WHATEVER TYPE OF GILL NET YOU USE, BE SURE TO INSIST ON **NYLOCK NYLON NETTING**

SOLE DISTRIBUTORS:
BROWNELL & COMPANY, Inc.
—also manufacturers of Nylon Maitre Cord and Hanging Twine
Moodus, Connecticut

MANUFACTURED BY:
The **HEMINWAY & BARTLETT Mfg. Co.**
500 Fifth Avenue, New York 18, N. Y.

Sounding-Lead

Procedure for getting engines for fishing vessels has been the subject of numerous inquiries received by the Defense Fisheries Administration (DFA). Since the cost of a new engine generally exceeds the \$750 ceiling for "minor capital additions" under NPA Order M-70 and CMP Reg. 5, the ratings "DO-R9" and "DO-MRO" cannot be used.

In many instances, the engine dealer requires no rating, in which case the purchase can be made without one. This is frequently the case when the dealer has floor stocks of the required engine. If the dealer does not have the required motor on hand, the use of a rating will frequently expedite delivery, since the manufacturer is required to fill rated orders ahead of those that are unrated.

If a rating is required, the purchaser should supply the Defense Fisheries Administration, Department of the Interior, Washington 25, D. C., with the following information: engine model, cost of engine, date it was ordered, and purchase order number; name and address of dealer; name and address of engine manufacturer; date delivery can be made without rating; date delivery can be made with rating; fishery in which vessel will be engaged, and anticipated annual production; statement regarding condition of engine being replaced, and the need for an early replacement. Upon receipt of the information, DFA will initiate action to secure a rating for the purchase of the engine.

The same procedure should be followed in obtaining a rating for the purchase of other items of capital equipment costing in excess of \$750, required for use on existing fishing vessels or in shore plants.

This does not alter the procedure for purchasing new engines for newly-constructed vessels, which permits the shipyard to use the rating they receive each quarter from the National Production Authority, irrespective of the cost of the engine. In the case of small yards requiring less than the minimum established by the National Production Authority, the self-authorized rating "DO-SU" may be used.

Domestic fish supply in 1952 is expected to be about the same as this year. More fresh and frozen fishery products probably will be available, but supplies of canned products may be slightly smaller, at least until 1952 packs start moving to market in large quantities after mid-year. Increased military procurement of canned fishery products from 1951 pack will reduce somewhat supplies of these products that will be available to civilians in first half of next year.

Civilian consumption of fish and shellfish products per capita in 1952 probably will be about as large as this year with perhaps more emphasis on fresh and frozen items. Domestic demand for meat and other high protein foods is likely to continue strong so the retail prices of most fishery products next year probably will average close to those of 1951. Prices of several canned fish items from 1951 packs probably will be substantially higher than those from 1950 packs.

Imports of fishery products next year are expected to continue on as high a level as this year. Exports, however, may be somewhat lower, especially if dollar resources of principal foreign markets continue to decline.

Heavy imports of canned tuna, including canned tuna in brine and canned bonito, have prompted California Fish Canners Association, Inc. to file application with U. S. Tariff Commission requesting adequate protection. The Association has asked opportunity to present their problem in more detail at public hearing before Commission.

Trash fish landings for month of October at principal New England ports amounted to 3,080,300 lbs., or about $\frac{3}{4}$ million pounds more than in same month last year.

Main increases were at New Bedford, Mass., where catch jumped about 700,000 lbs. to 1,853,450 lbs.; and Point Judith, R. I., where production was over a million pounds, or more than double that of October, 1950.

However, landings for first 10 months of 1951 were only 45,781,600 lbs., or around half last year's production. Top port in total of trash fish landed this year through October was Point Judith, R. I., where 18,791,100 lbs. were reported. New Bedford was second, with 15,743,700 lbs.

Sardine shortage next Spring is threatened as result of poor catches. This season, through mid-November, West Coast fishermen had delivered under 100,000 tons of sardines to packers, 55% less than year before. Maine pack for this season was million cases less than State's 20-year average.

Controlled Materials Plan Regulation 1 has been revised by Defense Fisheries Administration to substantially increase the self-authorization quantities of controlled material for manufacturers of Class "B" products, beginning with the second quarter of 1952. This concerns boatbuilders, ship repair yards, fishing gear and equipment manufacturers, etc.

The following list shows, respectively, the present limits, which will extend through the end of first quarter 1952, and the newly increased ceilings effective second quarter 1952: carbon steel, 5 tons, 30 tons; alloy steel, $\frac{1}{2}$ ton, 8 tons; stainless steel, zero, 1500 lbs.; copper, 500 lbs., 3000 lbs.; aluminum, 500 lbs., 2000 lbs.

This revision will eliminate the necessity of many "B"-product producers having to submit Form CMP-4B to the field offices of NPA for processing and will substantially reduce the amount of paper work for all parties concerned. The same allotment symbol "SU-certified under CMP Reg. 1" will continue to be used for controlled materials, as will the rating "DO-SU certified under CMP Reg. 3" for materials other than controlled materials.

For those producers of "B" products whose quarterly requirements exceed the self-authorization limits, the Forms CMP-4B should continue to be sent either to the field offices of the National Production Authority or direct to Washington, D. C., depending upon the quantities of materials involved.

Icelandic frozen halibut is now being packed in steaks for sale in United States through an American sales agent. This is a two-fold innovation in the marketing of Icelandic fish in the U. S.: it is the first time that halibut has been shipped in the form of steaks, and it is the first time that Icelandic fish has been marketed through an American sales agent.

Potentialities of sale of Icelandic halibut in U. S. were neglected until 1950. Early in 1950, development of the halibut fishery for U. S. market was recommended by an ECA-sponsored survey of Icelandic fishing industry.

State "Fishing Farms," which are completely furnished with most up-to-date equipment, have caused a steady and rapid increase in fish production of Romania. At end of this year, fishing industry will be delivering 2.3 times as much fish as at end of last year.

New equipment and techniques, creation of new lakes, development of fisheries, clearing and stocking of marshes, will result, by 1955, in annual fish haul of some 77 million pounds.

Fish products such as cod-liver oil, superior to that formerly imported, industrial fish oil, and fish meal for cattle feeding, are now being produced.

Fishermen who work in open sea receive a 50 per cent bonus and extra food. At sea, fishing fleet is escorted by large vessels which take fishermen aboard in stormy weather.

British fish publicity scheme, sponsored by that country's Trawlers Federation, was due to start this month, and will run throughout the Winter. It will be educational in character and tell of value of fish in national diet. Public also will learn of efforts of fish industry to keep country supplied with fish and problems involved.

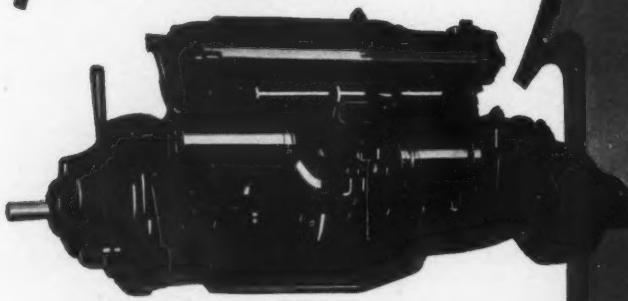
41 features

that make

NORDBERG

Gasoline Marine Engines

your Best Buy



COMPARE this list of 41 Nordberg features with any other gasoline engine in the marine field . . . and you'll see why Nordberg Gasoline *Marine* Engines are your *best buy*—bar none. These 41 features add up to peak performance, maximum operating economy, and low maintenance . . . all the plus values you want from your marine engine.

Think it over—and before you decide on any marine engine, make sure you get the most engine for your money . . . see *Nordberg* before you decide. Now available in 80—95—110—and 145 horsepower models, with direct drive or in four reduction gear ratios.

For full details, write for BULLETIN 193.

NORDBERG MFG. CO.
Milwaukee, Wisconsin

1. Seven main bearing crankshaft—less load per bearing—for long life and low maintenance.
2. Spark plugs 100% water-proofed with double water-tight seal—no condensation—plugs will fire even if tops are completely submerged.
3. Trouble-free water pump—gearless*, single shaft—easily maintained.
4. Gear driven generator, charges even when idling.
5. All metal marine fuel pump—no glass bowl to crack.
6. "Double-Pass" manifold assures even water temperature through out the engine—one piece uni-metal casting includes water-jacketed heat riser.
7. Jet cooled exhaust valve seats for controlled heat dissipation and prolonged valve life.
8. Rotated valves (KNIGHT and NULLET)—increases valve life.
9. S.M.I.N. approved air intake silencer.*
10. Oil coolers—automatically controls oil temperature.
11. No belts to adjust—all accessories gear driven.
12. Fully-enclosed flywheel.*
13. Oil filter—replaceable cartridge type.*
14. STA-MU-TRAL clutch on all models—positive neutral.
15. Reduction gears—force feed lubrication—available in four most popular ratios—all designed and built by Nordberg.
16. All engines built for ready installation of optional equipment—no machining required.
17. Hydraulically-operated Paragon reverse and reduction gears optional in comparable ratios at no extra cost.
18. Stainless steel ignition wires—no corrosion.
19. Six volt electrical equipment is standard; 12-volt available optionally.
20. Built-in auxiliary pulley drive optional on all models.
21. New clutch pulley for auxiliary driven equipment, optional: 180° twist of handle instantly disengages auxiliary driven equipment, eliminates need of taking V-belt off of sheave by hand.
22. Low cost Twin-Disc front end clutch power takeoff optional—crank jaws included.
23. Single or double flywheel pulley optional.
24. No extra charge for opposite rotation engines.
25. Extra heavy flywheel assures continuous, smooth operation at low speed.
26. Reduction gears can be offset up or down.
27. Attractive, indirectly lighted instrument panel furnished with every engine.
28. Clean engine lines—no "plumber's dream".
29. Cylinders and cylinder head—electric furnace chrome-nickel grey iron with full length water jackets.
30. Crank shaft—statically and dynamically balanced. Drilled for force feed lubrication.
31. Main and connecting rod bearings—full precision, shell type.
32. Pistons—aluminum alloy.
33. Valves—intake—chrome nickel steel, Exhaust—Austenitic steel.
34. Camshaft—mounted on four bearings with force-feed lubrication.
35. Oil pump—gear type, providing pressure lubrication to all crank-shaft, camshaft, accessory and water pump drive shafts, auxiliary drive shaft, and reverse and reduction gears. Suction is fitted with large float-type screen.
36. Carburetor—Cast marine up-draft type, with both idling and high speed adjustments.
37. Oil pan—cast iron, with two large openings to facilitate cleaning and inspection.
38. Engine supports—four-point suspension on all engines; easier alignment and greater accessibility. High rear supports available on direct drive, 1:3.8 and 2:4 reduction gears at no extra cost.
39. Thermostat—140° for salt water operation, 170° for fresh water operation optional.
40. 46-page operators manual included with every engine.
41. Service available in all marine localities.

*Except on 80 hp BUREAU model.

BOSCH-SUISZER

NORDBERG



Haul in bigger profits . . .



use Esso Marine Products

When the "big ones are running" you'll need dependable marine engine performance to get you out and bring back that big catch. Famous Esso Marine Products are made specially to meet the rugged requirements of deep-water fishing. They're designed to provide high-quality power and lubrication for marine engines...to help you get dependable performance and bigger profits!



GREAT ALL-AROUND PROTECTION—ESSO MARINE OIL . . .
A 100% marine oil NOT just a rebranded motor oil. It's solvent refined to reduce carbon deposits in marine engines... it's made to *stand up*—stay fluid at low temperatures... retain its body when engine is hot!



HIGH-POWER PERFORMANCE—ESSOLUBE HD . . . Developed by Esso Research specially for heavy-duty engines... it's scientifically made to fight carbon, with a special added detergent that helps keep rings from sticking. For high-power performance from your marine diesel... **USE ESSOLUBE HD!**



REMEMBER—you *depend* on your marine engine to get you there. Your marine engine *depends* on you for proper care.

YOU CAN DEPEND ON

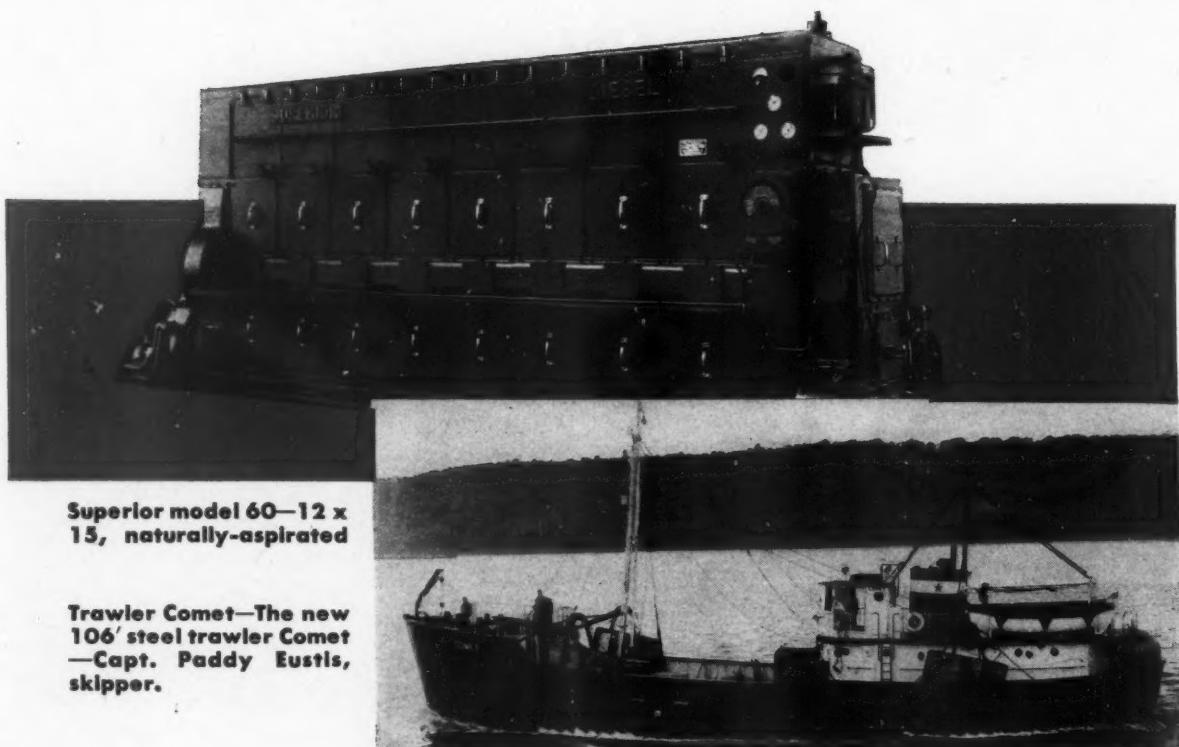


MARINE PRODUCTS

SOLD IN: Maine, N. H., Vermont, Mass., R. I., Conn., N. Y., N. J., Penna., Del., Md., D. C., Va., W. Va., N. C., S. C., Tenn., Ark., La.

LONG HAULS and BIG CATCHES

They're both jobs for Superior and Atlas Diesels



Superior model 60-12 x 15, naturally-aspirated

Trawler Comet—The new 106' steel trawler Comet —Capt. Paddy Eustis, skipper.

In two recent landings at Gloucester the steel trawler *Comet* brought in 210,000 pounds and 230,000 pounds respectively for her owner, the U. S. Shipbuilding Corporation, in whose yards she was built.

But big catches are not unusual when boats are equipped with dependable engines like the *Comet's* 500 bhp, eight-cylinder Superior Marine Diesel. These precision-built power-plants are constructed to the highest automotive manufacturing standards for maximum power under all operating and load conditions. From basic engineering to quality-controlled manufacturing, Superior and Atlas Marine Diesels are de-

signed for heavy-duty service in commercial fishing operations regardless of type.

That's why you have a wide choice of sizes, horse-powers, and drives in 4-cycle Superior and Atlas Diesels—including direct-drive units, and reduction-gear models which will give you *more power in your present hull*.

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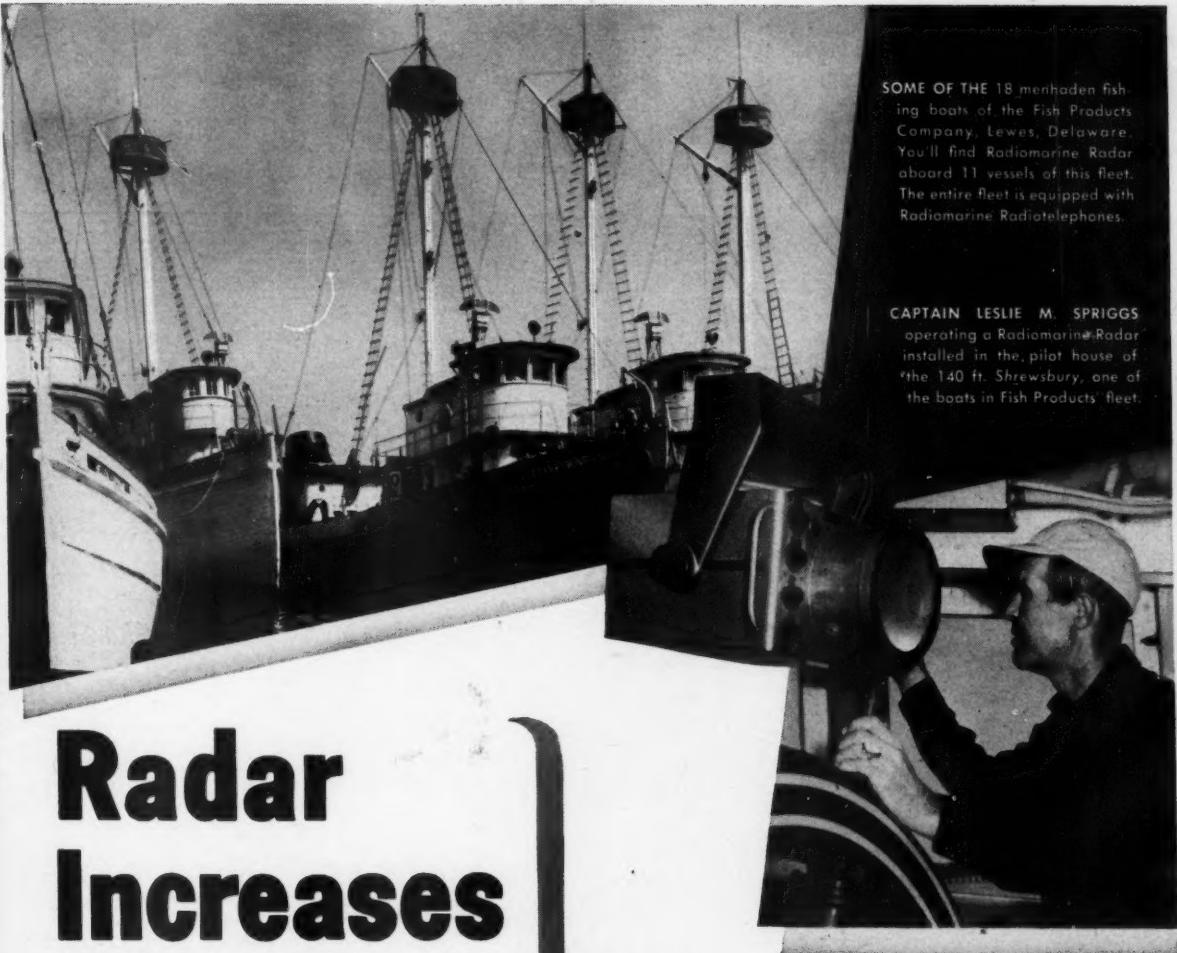
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Radar Increases Earnings } for menhaden fishermen

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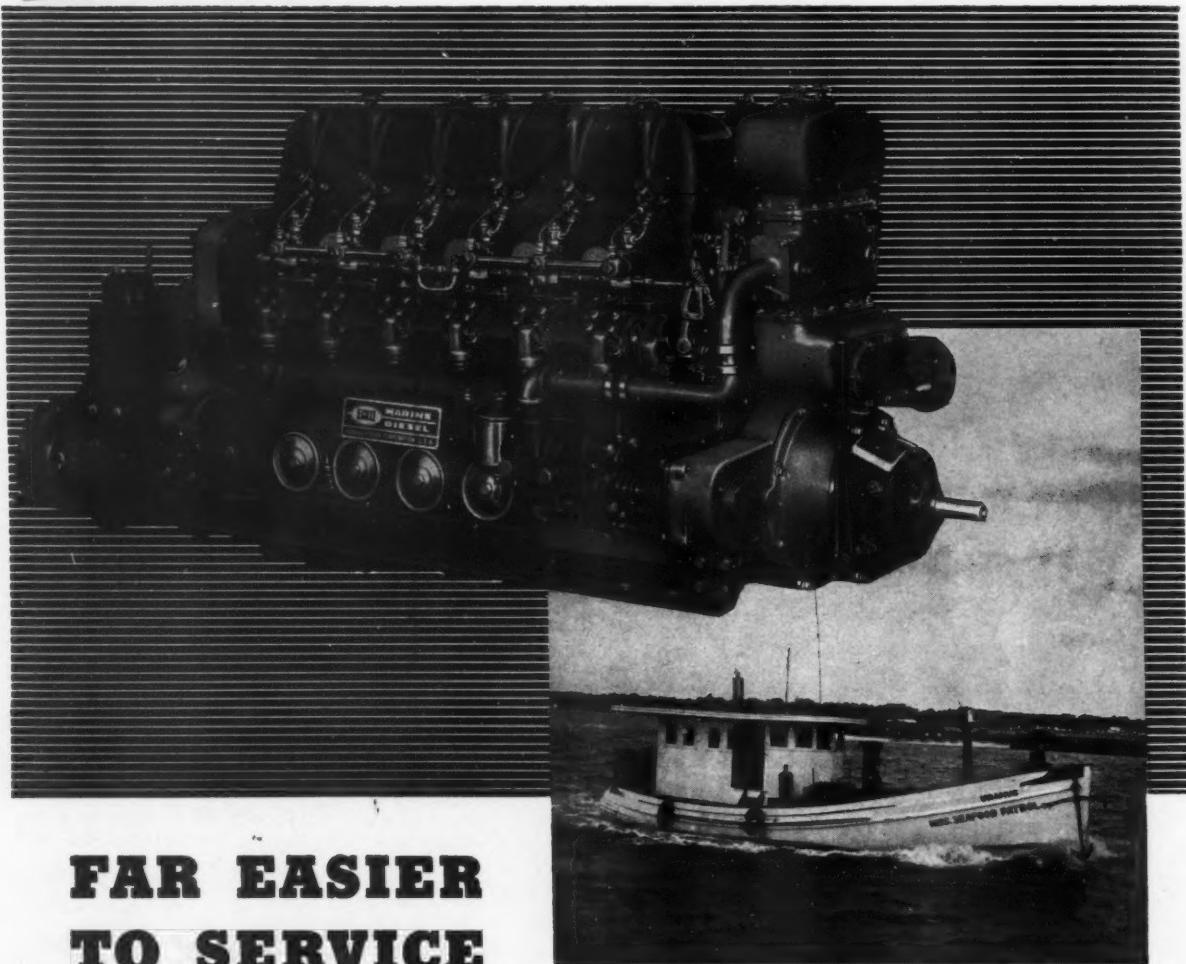
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New England Producers Seek Relief from Imports

Their Request for Higher Tariff or Quota on Groundfish Fillets

Opposed by Wholesalers and Distributors at Washington Hearing

FOREIGN fishery development programs have been underwritten by agencies of the U. S. Government, while every possible source of Federal relief from imports seems to be closed to our own domestic industry, according to testimony presented at the Tariff Commission's fillet import hearing by Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association. The hearing was held November 26-29 in Washington, D. C., and the Tariff Commission has until next Sept. 11 to draw up and report any recommendations for relief it may decide to send to President Truman.

Rice, who was one of several witnesses appearing before the Tariff Commission to seek relief from heavy imports of fresh and frozen groundfish fillets from Canada, Iceland and Norway, declared that the foreign exporter "has had his way made easy by the cooperation and understanding he receives not only from his own Government (in the form of subsidies) but the United States as well." The New England industry contends it cannot long compete with lower foreign wages and subsidies, unless the Government provides safeguards by raising tariffs or imposing "a flexible but absolute quota" on fillet imports.

Rice disclosed that Canadian producers enjoy, for example, a price differential of about 7½¢ a pound in selling cod fillets in American markets. He said the differential resulted from the lower labor costs of the foreign producers, inferior working conditions and, in some cases, government subsidies. He said the foreign fillet industry has increased its American activities by 800% in eleven years.

Mr. Rice pointed out that the Economic Cooperation Administration provided Portugal with \$750,000 to build a ship for its countrymen to fish the Grand Banks. Indonesia, he said, was given \$1,200,000 to develop its commercial fishery potentials and a grant of \$135,000 went to Iceland for purchases of supplies, including cardboard boxes used in packing fillets.

At the same time, Rice charged, the United States failed to give the domestic industry enough funds to make a complete survey of the possibilities of freezing fish at sea. It is believed by some authorities that freezing at sea might offset the advantage Canadian fishermen have over American fishermen—their nearness to the grounds.

The idea, still in the process of being developed by the research offices of the Technological Section of the Fish & Wildlife Service, is a method of freezing whole fish in American vessels. Not only would this protect the fish from deterioration, but would enable the fishermen to remain longer at sea.

Freezing would open innumerable possibilities, the Service has declared. American fillet dealers might be able to sell their products domestically at a price closer to that obtained by foreign dealers.



Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association.

One advantage of freezing at sea is that processing plants could be run more economically. Now a plant may be busy when a large fleet of boats is in, but later would have a slack period. Frozen fish, however, could be stored and processed according to a regular schedule.

Strackbein Wants Quota and Flat Duty Rate

O. R. Strackbein, chairman of the National Labor-Management Council on Foreign Trade Policy, urged the Federal Government to impose an absolute quota on shipments of fresh and frozen groundfish fillets from Canada, Iceland and Norway, at a flat duty of 2½¢ a pound.

Strackbein told the Tariff Commission the industry sits on a "delayed action bomb" of destructive competition "in the absence of any real control over imports." He said that existing tariff rates are ineffective because of the great increase in the price of fish in the last decade.

It was suggested that the quota be set as a percentage of actual consumption in this country. The percentage rate to be established would be the same as the percentage relationship between imports and actual domestic consumption during the three preceding years.

Strackbein said that under the percentage quota, the volume of imports would participate in any expansion of domestic consumption that might take place. On the other hand, in a declining market, imports would be reduced in proportion, he pointed out.

Because imports of fresh and frozen groundfish fillets have been the highest in history the last three years, Strackbein argued that using this level as the basis for a quota would allow a "very liberal rate" of imports that would not be restrictive of International trade.

The witness envisioned these broad effects, if the quota were established: "Capital could flow once more into the domestic boat-building enterprise and into modernization and expansion of processing plants. The New England fisheries industry could once more offer greater employment to fishermen and shore workers in step with the increased consumption of fish products by the American public."

Strackbein said imports through the first 10 months of this year were 75,630,000 lbs. or 16.5% over total imports for all of last year. If imports during November and December should equal those of the same two months in 1950, he said, the 1951 total will reach more than 83,000,000 lbs. This, he declared, would represent an increase of 28% over 1950 imports and 137% over those in 1947.

In 1939, according to Strackbein, the average unit price of imported fresh and frozen fillets was 7.6¢ a pound. The duty rate of 2½¢ a pound represented an ad valorem duty (based on value of the product) of 32.9%. In 1948, when the price had risen to an average of 20.4¢ a pound, (Contd. on page 28)



O. L. Carr of Mid-Central Fish Co., Kansas City, Mo., one of principal opponents of the plan for greater tariff protection.

Fish Loading Facilities Aboard Factory Ships

Equipment Used to Moor Small Boats Alongside Mother Ship,
And Gear for Unloading Them, Described by G. C. Nickum*

HANDLING facilities are a problem on any fish processing vessel, and the more types of products handled and the more varied the nature of the processing work, the more difficult the problem becomes. On salmon canneries conventional ships' gear is utilized to load the salmon from the small vessels into the fish bins. No method had yet been devised which works any better than this, although many schemes have been tried.

In shore canneries, mesh conveyors with large slats on them are used for bringing the fish from the water level up to the cannery. The bottom of this elevator is placed in the water and the fish are pitched or slid from the small boats into an enclosure which feeds the elevator. Portable elevators also are used which extend from the deck into the holds of the fishing vessels. Such elevators have been tried on a number of occasions for use in unloading the small boats on to floating canneries.

One operator reports that he has tried a portable elevator every year for a period of some five years and ended with a 100 percent record of one elevator broken per year. The problem of adjustment of the depth of the elevator to any type of small fishing vessel and the control of the relative motion of the two vessels so far has not been overcome. A small steel receiving barge with very little freeboard, moored tightly against the hull of the mother ship, and into which fish could be sluiced from fish barges or pitched from small fish boats and from which an elevator could lead to the top deck of the mother ship, will probably provide the answer to this problem.

On the *Pacific Explorer* two portable elevators proved very useful in transporting products from one deck to another. They were used in bringing cans up from the 'tween decks to the canning and processing area. Two trucks also were provided on the *Pacific Explorer* and these were used extensively for transporting materials along the cannery deck for storage in one of the holds or for delivering materials to the various operations.

Moorings of the Small Boats

No special provision was made for mooring the small vessels alongside the mother ships in case of any of the earlier salmon canneries such as the *Ogontz*.

The *Pacific Explorer*, however, expected to operate in fairly open Bering Sea waters and perhaps in open South Pacific waters where running seas would be a problem. For this reason special mooring arrangements were provided.

These mooring arrangements were based on experience with reduction plant ships operated in the mid-thirties fifteen miles at sea off Monterey on the California coast. The key to this mooring arrangement is a counterweight secured to the inboard end of a mooring line which can move up and down as a small craft surges against the line.

In detail, it consists, on the *Pacific Explorer*, of a counterweight tower which is simply an open frame structure with the counterweight on the inside. A cable leads from the end of the boat boom over fair lead sheaves to the top of the tower and is then secured to the counterweight. The other end of the cable is attached to a 4-in. manila line which, in turn, is secured to the small boat. The manila line acts as a safety link, since it will break from heavy strains without damaging the boat boom or any mooring fittings. The small boat secures with this line to the bow and at the stern with a similar line which, in turn, is secured to a heavy spring on the mother ship's

* Last installment of article containing a digest of lecture presented to the Pacific Coast Section of the Society of Naval Architects and Marine Engineers by Mr. Nickum, who is a Naval Architect.



The new 128' steel lightship "Lurcher No. 2" which is anchored 19 miles off Yarmouth Harbor, Nova Scotia, to guide vessels through the treacherous Lurcher Shoals. She carries a 16-man crew and is powered by a 550 hp. Atlas Diesel, a product of National Supply Co. The vessel returns to port for supplies at 90-day intervals. A double spanker sail is used to steady the ship in rough weather.

deck. The counterweight tower takes care of the extensive movements of the small boat due to the waves, and the spring takes up any heavy shock loads on the other line.

This type of mooring worked very successfully on the reduction plants when they were anchored in mid-ocean for long periods of time.

Heating and Ventilation

Heating and ventilation are also a problem on factory ships. On the *Pacific Explorer* the entire installation was new and there were no problems of connecting to an existing system. It was known that she would be required to operate in both tropic and northern waters and a combined heating and cooling system was installed. Heating was done by a conventional hot-air system. Air warmed by coils in the inlet ducts was distributed by fans through duct work into the various living quarters.

The vessel was arranged so that approximately 70 percent of the air passing through the mess rooms and toilet spaces was continually being recirculated while the other 30 percent was being continually removed. The heating coils in the ducts were supplied with hot water from a water tank heated with steam coils. A conventional continuous circulating pump was provided.

In order to cool the air in the tropics, a duplicate water tank cooled by ammonia coils was installed in the system, and the two tanks were so connected that either hot or cold water could be circulated through the duct coils, depending on whether they were operating in the north or in the south. A few radiators were installed in the pilot house, passageways, etc.

The system worked satisfactorily for heating but unfortunately it never had a real test as a cooling system. On the way to southern waters, on the ship's only trip under tropical conditions, the chilled water tank froze, due, undoubtedly, to failure or misadjustment of the ammonia backpressure valve. It was clear, however, that simple ventilation alone was not adequate for quarters similar to those on the *Pacific Explorer*.

(Continued on page 31)

Commercialization May Solve Lamprey Problem

By Ted Bentz

LAST year alone sea lampreys cost commercial fishermen—and you, economically—more than \$3,500,000 in Lakes Huron and Michigan, to say nothing about Lake Superior where the predator already has a firm grip. To Americans, as well as to Canadians, the lamprey is a serious menace.

With its suction-cup mouth, ringed with horny teeth, it clings solidly to edible lake fish and rasps a hole through skin and scales to feed on the blood and body juices, leaving the victim so weak that death is almost unavoidable.

Commercial fishermen who have fished the Great Lakes all their lives as did their forebears 100 years before, agree there is only one logical method to control sea lampreys, and that is by preventing them from reproducing.

Trapping lampreys at mouths of streams already has proved effective to some extent. Lake Michigan fishermen report more and more lake trout are being taken compared to a year or two ago, and fewer of them bear lamprey scars.

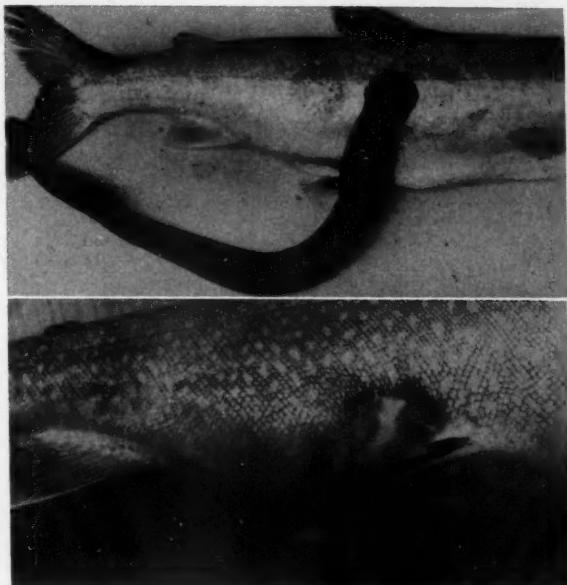
The U. S. Fish & Wildlife Service has forthcoming—if Congress gives it the green light—a sizable financial appropriation, but even this is inadequate when the magnitude of the problem is considered.

To install traps and weirs in entrances of every stream flowing into the Great Lakes may cost more than the public's pocketbook can stand. But we still have a solution—the old-time and proved method of concession, bounty and commercialization.

Commercial fishermen are primarily interested in preserving their fishery and not making money from trapping sea lampreys. But they are more than willing to help get the job over with in a hurry.

Trapper Could Be Assigned to Each Stream

After traps have been built, one fish trapper could be assigned to each stream and river draining into the Great Lakes in which presence of lampreys has been noted—about 200 streams thus far are known to contain lampreys.



Top: Oquoc River trout with sea lamprey attached. (Photo by Michigan Department of Conservation). Bottom: Lake trout with lamprey scar. Note how the mark has healed. (Photo by Wisconsin Conservation Department).

It would be the trapper's duty to attend to the trap 24 hours daily—with or without help—in return for a fair bounty on each lamprey, together with what income he would receive from commercial utilization of the predator.

His income on some streams might approximate \$200 to \$500 or more monthly during the spawning season, while on others—like those flowing into Lake Superior—it would be less. The trapper's returns from commercial utilization of the lampreys would provide him with added income. On streams where returns failed to provide a reasonable income, a government subsidy might be necessary.

This plan would reduce wage expense from a major to a minor item, allowing the Fish & Wildlife Service to spend more money on continued research to protect the Great Lakes from additional menaces of this kind in the future.

With lampreys heading upstream a little earlier in southern areas than in the northern region of the Great Lakes, the spawning season covers a period of about three months. Thus, the spawning period per stream runs approximately 45 days.

That other edible fish might be trapped with the sea lampreys creates no problem, for once the lampreys are removed from a trap the remaining fish may be released.

It is most important, according to Dr. James W. Moffett, chief of Great Lakes Fisheries Investigations for the Fish & Wildlife Service, to concentrate on streams flowing into Lake Superior before the lamprey becomes more widespread in this Lake.

Utilization As Food

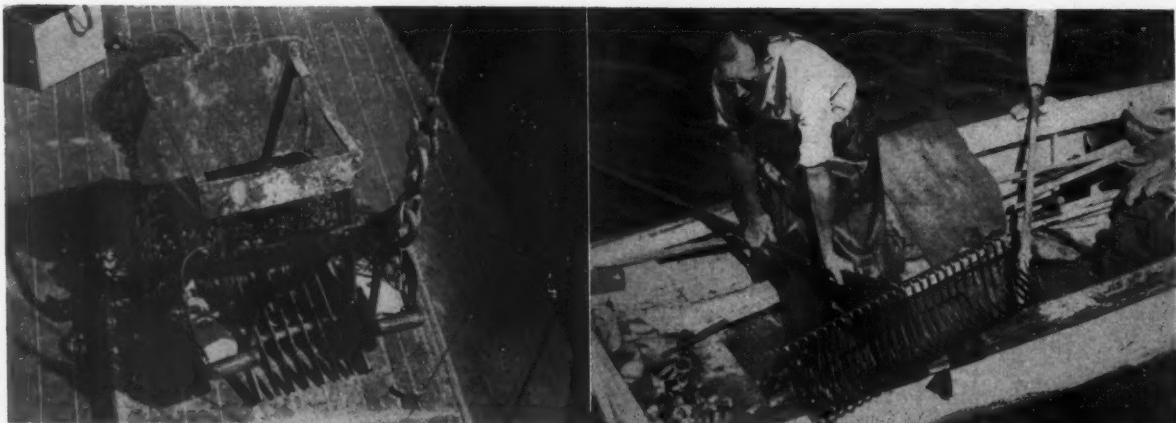
Some biologists claim that the lamprey is not palatable. However, in European countries, as well as among continental Europeans who reside in the Toronto, Canada area, sea lampreys are considered to be a very rich delicacy. In Europe lampreys are smoked or pickled, and are served under various names.

Early American fisheries operators gave little attention to commercialization of the eel-like lamprey, primarily

(Continued on page 40)



Leo Erkkila, Fish & Wildlife Service biologist in charge of the Marquette, Mich. regional office, studying a sea lamprey.



Left: A quahog dredge such as is operated from 30' to 45' Rhode Island power boats in the southern half of the Sakonnet River. Right: A bullrake like those used by about half of Rhode Island's 1,400 hand quahog diggers.

Power Dredging vs. Hand Digging of Quahaugs*

CONTROVERSIES continually arise between Rhode Island quahog fishermen using power methods and those who harvest the clams by hand. Rakers and tongers claim that they are using the only methods which do not harm the bottom or destroy young clams. They claim the dredges tear up the bottom, breaking many of the clams which are caught as well as those which go through the bag of the dredge and are left to die. They also believe the dredges bury the small clams so deeply that they are smothered, and that the bottom is sometimes plowed to such an extent that current action causes scouring which prevents a new "set" from surviving.

Dredgers claim they are merely cultivating the bottom and preventing it from becoming too compact for the clams to live. Dredging, they state, really improves the bottom, inducing new sets and increasing the growth rate of those clams which are left.

Narragansett Bay, Rhode Island has supported an intensive commercial fishery for hard shell clams or quahaugs for many years. Hand diggers using tongs or bullrakes are allowed to fish in any unpolluted waters in the State. Power dredgers have been restricted to the southern half of the Sakonnet River except for a short time during World War II when additional areas were opened to increase food production.

The Division of Fish and Game of the Rhode Island Department of Agriculture and Conservation has the responsibility of enforcing laws regulating areas which may be fished by dredging as well as the dredging catch limit of 30 bushels per day. Difficulties in enforcing these laws, the dredgers demands for additional areas, and contro-

versies between power and hand diggers resulted in a request by the Division of Fish and Game that the Fish and Wildlife Service investigate the problem.

Test Plot Closed to Fishing

The Division of Fish and Game agreed to close an experimental area and to patrol it to prevent illegal fishing. The Narragansett Marine Laboratory of the University of Rhode Island agreed to furnish office and laboratory space and to share the expenses of operating a research boat.

The Fish and Wildlife Service agreed to conduct the experiment, analyze, and publish the results.

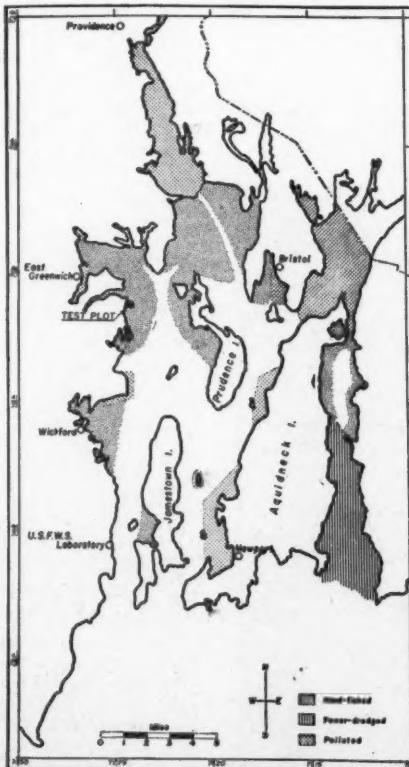
The objective of the experiment was to determine the relative biological effects of power dredging as compared with hand digging on a population of quahaugs. The use of the term "biological effects" should be emphasized since we made no attempt to investigate the economic, sociological, or legal phases of this problem. Therefore, the information presented in this report must not be considered as the final answer to the power vs. hand digger controversy, but rather as information on the biological phase alone.

Because of the time, effort and expense involved, it was possible to conduct this experiment in only one location. Care must be taken, therefore, in applying the results to all areas. Likewise, the fishing methods used followed a set pattern necessitated by the size of the test area. Deviation from these fishing methods also might modify the results.

Dredges Remove Only Large Quahaugs

Fishing operations during the Summers of 1949 and 1950 demonstrated the difference in size composition of the catch. Dredges removed only quahaugs above 60 mm.

(Continued on page 34)



Narragansett Bay, R. I., showing location of the section which is open to power dredging of quahaugs, the areas in which hand digging is permitted, and the test plot.

Radar Proves Helpful in Enforcing Fishing Laws

Four California Patrol Boats Now Able to Operate Efficiently
In Fog or Darkness, Thus Greatly Discouraging Illegal Fishing

RADAR, the restless electronic eye that sees through miles of fog and darkness, is driving illegal fishing from the coastal waters of California. Such is the conclusion of State officers who have been using radar the past three years to hunt down commercial fishermen operating within the three-mile limit when visibility is poor.

Swift craft of the Division of Fish & Game, guided by General Electric radar, have virtually swept conservation law violators from the State's thousand miles of closed waters. The clean-up of California's seaways has been a thorough one. Only one boat, with nine crewmen aboard, has been arrested this year, a sign of lack of illegal activity.

By way of comparison, here are the pertinent statistics, respectively, for 1949 and 1950, the years during which radar-equipped patrols convinced fishermen that unlawful netting is unprofitable: boat arrests, 7 and 18; crewmen arrested, 118 and 166; fines, \$2,525 and \$5,725; fish confiscated, 43,500 and 736,500 lbs., valued at \$870 and \$9,750; value of forfeited nets, \$13,000 and \$24,000.

Record Number of Arrests in 1950

Seven arrests for 1949 was above average though not spectacular. But in 1950—as suggested by the total of eighteen arrests—the Division's law enforcement officers had a record year.

Assistant Chief of Patrols Tom W. Schilling, who directs the Division's four boats from his Terminal Island headquarters, declared: "With our radar we could have made ten arrests a night last sardine season, though we were most interested in warning violators."

Before radar entered the picture, fishermen were something less than leery of entering closed areas, Schilling recalls. Once darkness fell or heavy fog descended, the State boats were severely handicapped.

Their standard operating procedure under those conditions was to stop and listen for other boat engines, or wait for a careless crewman to show a lamp or light a cigarette on deck.

"Albacore" First to Get Radar

The first patrol boat to be fitted with General Electric radar was the 83' *Albacore*, based at Sausalito, which got the equipment early in 1949. Late that year, the *Marlin* and *Blue Fin*, 63-footers based at Terminal Island, were similarly equipped.

Capt. Kenneth Hooker of Woodacre, whose boat, the 63' *Bonito* from Sausalito, was outfitted with radar last January, commented as follows on the effect of the new equipment: "They (the violators) know we can always see them now, miles away, any time of the day or night, so they're very leery about coming inside the closed areas."

During one of her earliest radar-controlled ventures in fog, the *Marlin* spotted two "drag"



Capt. Kenneth Hooker of Woodacre, Calif., skipper of the 63' California Division of Fish & Game patrol boat "Bonito", scans the screen of the General Electric radar set on the craft.

boats towing their seine through the closed waters of Santa Barbara Channel, near Port Hueneme.

Plotting the course of the fishermen with radar "fixes", Capt. Niles J. Millen of Long Beach determined where they would make their landfall and set his course to meet the violators at their destination.

Two hours later they materialized out of the murk near Ventura, a lucrative haul of illegal sardines in their holds. Millen and the *Marlin* were waiting for them with a citation.

Illegal Fishing Near Breakers

A subsequent night off Santa Barbara's Beach, a fisherman steered his small motor boat close to the breakers and settled down to a highly profitable evening of illegal netting.

He was unconcerned when the patrol craft *Marlin* approached. He knew from experience that after nightfall a low boat near the breakers can't be seen by another boat cruising offshore.

But this night, instead of passing on, the patrol craft thundered straight to the violator and pinned him in the beam of a powerful searchlight. Actually the patrol boat crew never really saw the violator until the spotlight hit him. Schilling figures this fisherman had been getting away with his breaker-hugging trick for 20 years.

Those episodes, repeated with variations up and down the coast from Mexico to the Oregon border, have done a great deal to discourage illegal fishing off California, according to Schilling.

However, borderline violations still go on, he noted. The technique now is to drift "accidentally" into closed water and then plead an honest mistake when a Fish and Game craft approaches.

But flagrant violations of the conservation law are becoming extremely rare, the patrol chief concluded. "In a few years an old-fashioned red-handed case will be hard to find."



The 63' California patrol boat "Bonito".

Great Lakes Herring Fishermen Hampered by Wintry Weather

Great Lakes commercial fishermen caught mostly herring during November and the early part of December. But icy weather imperiled netting operations in some areas, just at the peak of the run. Several days later, a thaw swept over the Great Lakes basin, and herring netters once again went into action before the horde of herring tapered to a few stragglers.

Commercial lake trout netters on Lake Superior, except those who laid up their craft for the Winter, resumed netting operations with reopening of the trout season, while whitefish producers, facing a closed season, turned to lake trout and herring netting. A heavy herring run took place in the Huron Bay area of Lake Superior, and Wisconsin and Minnesota fishermen made good herring catches.

A horde of Lake Superior herring invaded the waters among and around the Apostle Islands to spawn during the first part of November, bringing an end to a long period of poor fishing. The run was said to be one of the earliest and largest in Bayfield's history. Last year's herring run was far below normal.

Between 50 and 60 fishing boats have been engaged in the herring harvest in the Chequamegon Bay-Apostle Islands area. In addition, there are about 15 boats working out of Cornucopia and Port Wing, a few miles to the west.

J. A. Walstad of Booth Fisheries, largest Bayfield fishing operator, said the price of herring is about 15% higher than last year. At Cornucopia, the market is good and the demand for herring is greater than the supply.

In the Green Bay area, particularly in the Delta County, Mich., district, virtually all commercial fishermen turned to herring fishing when production of whitefish tapered off during November. Last year Delta County fishermen harvested an estimated 1,000,000 lbs., and they expect to equal that production this year.

The northern Green Bay herring run was a little late in getting started this year. At the outset of the run fishermen were getting 4 to 4½¢ per lb. As the run gained impetus, however, the price fell to 3 to 3½¢, and then leveled off at 4¢. A "very good market" has been predicted for the remainder of the season, with mink ranchers from Wisconsin, Lower Michigan, and Minnesota bidding.

Saginaw Bay Herring Netters Break Ice

Bad weather has hindered herring harvesting operations on Saginaw Bay in Lake Huron, with the netters battling ice, snow, and rough water to save their nets. Each morning netters have rammed power-driven pound net boats through ice which covers harbors, pushing their way to open water.

Bay Port and Gillingham Fish Co. officials, Bay Port's largest fishing companies, believe the unseasonal weather and ice will cut heavily into their profits.

Making Good Catches of Ciscoes, Blue Pickerel

Lake Erie commercial fishermen generally were getting fairly good catches of ciscoes and blue pickerel during November, particularly the Canadian fishermen operating out of Port Dover, Ont. However, production of most varieties during November ranged only fair to fairly good.

According to a report from W. F. Koble & Co., Ltd. at Port Dover, Ont., commercial share fishermen averaged approximately \$75 per week on blue pickerel alone in 1950, while this year they are expected to make a much better average since ciscoes are becoming mature.

Commercial fishermen plying Lake Ontario waters have been enjoying a fairly good harvest of ciscoes. Whitefish yields have been light, generally, although sizable takes have been made in certain areas.

On Lake Nipigon, which is just north of Lake Superior, commercial fishermen have finished a successful open water season on lake trout and whitefish, and are pre-



George W. Bohman's 40' fishing tug "Ann B." of Algoma, Wis. Her equipment includes 30 hp. Kahlenberg Diesel, 32 x 32 Michigan propeller, New Bedford rope, Ederer nets and Crossley net lifter.

paring for the annual Winter ice fishing. Lake Nipigon produces about 1,500,000 lbs. annually, with whitefish constituting virtually two-thirds of the catch.

Lake St. Clair commercial fishing came to an abrupt close in November when ice formed, blocking harbors for small commercial craft. Previously, however, commercial fishing was fairly good among the small operators.

Waukegan Fleet Makes Big First Day Haul

The Waukegan, Ill. fishing fleet put in November 11 from the first day of the new season with a good catch, and the promise that the weeks ahead will be prosperous. A good haul had been predicted because of recent lake storms.

Aboard the *Mathon*, which is owned by Mathon Kyritsis, head of the Illinois Commercial Fishermen's Association, were 1,500 lbs. of chubs and perch. The 11 vessels of the fleet carried a total of far more than 10,000 lbs.

Fishermen Injured in Tug Explosion

The 36' all-steel fishing tug *Casey Brothers* exploded and caught fire recently while the craft was drifting on Little Bay de Noc out of Escanaba, Mich. Mr. and Mrs. Frank Gudwer and their son Robert, of Perkins, Mich., received severe burns about their faces and hands. They were saved by Tom Ruleau, an Escanaba commercial fisherman, who brought his craft alongside the flaming fish tug three minutes after the explosion.

The entire interior of the boat and its equipment was destroyed. Heat was so intense that it buckled steel plates of the fishing vessel. The Gudwers have netted herring each Fall for the past three years.

Contends Smelt Is Menace

Tom Brown, one of Michigan's largest commercial fishing operators with headquarters at Whitefish Point, Mich. on Lake Superior, believes that smelt may be more of a menace to Great Lakes commercial fishing than the sea lamprey. Many fishermen concur in that opinion.

Mr. Brown's theory is that smelt devour great numbers of smaller fish which could be marketed if allowed to mature. He said that it is entirely possible that the raids of smelt on other edible fish more than offset the income obtained from commercial marketing of smelt.

Brown Fisheries has a fleet of ten fishing tugs and employs an average of 50 men. The firm operates from Manistique, Hancock, Harbor Beach, and Grand Haven. Tom Brown has been fishing the Great Lakes all his life, and his forebears record a history of commercial fishing dating 100 years before him.

"Rambler" Will Change to Commercial Trolling

Joe Des Jardine, Grand Marais, Mich. commercial set-hook line operator who formerly fished about 3000 hooks from his fishing tug *Rambler*, plans to go into the commercial trolling business.

Long Island's Stranded "Bug" Scallops to be Harvested

Southold's Supervisor Norman Klipp, in reply to many calls regarding the washing up on the beaches of bushels of "bug" scallops, held a meeting at Greenport November 19 to discuss the matter. Forty baymen attended, as well as Conservation Department representatives.

There was common agreement among those present that the scallops should be utilized for human consumption. Terms under which special permits would be issued, were drawn up. These provide that the bug scallops in distressed areas may be removed by hand power only, and that there be a limit of 5 bushels per person per day. Bug scallops may be taken only from the waters of Mill Creek, Laughing Waters and Broad Waters, and the special permits are valid only for the months of December and January.

In order to expedite matters and in conjunction with the Town of Southold, the permits will be issued through Supervisor Klipp's office. The permits will be issued only to Town of Southold residents who hold the regular shellfish license issued by the State Conservation Department.

In view of the heavy scallop set in Eastern Long Island waters, it was felt that the taking of these distressed bug scallops for market purposes would in no way hinder or curtail next year's production.

Greenport Seeks to Expand Fishing Industry

A meeting of village officials, local businessmen and commercial fishermen was held last month in Greenport, at which time tentative plans were discussed for expanding the Greenport fishing industry.

At present a fleet of about six large fishing vessels makes Greenport its headquarters. It is estimated that these boats spend approximately \$40,000 a year there. If Greenport could be further developed as a commercial fishing center and a larger fleet of fishing boats induced to base there, it would be of great financial aid to the entire community.

Plans were discussed for improving dock facilities, for having a buyer or buyers for seafoods locate there, and for the establishment of a freezing and fillet plant.

Seed Scallops Transplanted

Twenty-five bushels of "bug" scallops were transplanted in the Great South Bay recently in an attempt to augment the shellfish population. Nicholas Griek, secretary of the Long Island Fishermen's Assoc., told the Islip Town Board last month that the scallops were obtained at \$4 a bushel from an abundant source at the eastern end of Long Island.

At the same time, Mr. Griek asked the Board to set aside an acre of bay bottom somewhere near the inlet for a soft-shell clam experimental station to be operated in collaboration with the State Conservation Dept. The disappearance of the soft-shell clam from Great South Bay has been considered a serious loss. The Board agreed to set aside a desirable location near Point Democrat if the spot was stipulated by the Conservation Dept.

McFadzean Promoted by Columbian Rope

Andy McFadzean, for several years a member of the staff of the Columbian Rope Company branch at 171 John St., New York City, is now engaged in calling on the marine trade in that territory.

Clarence L. Guyman

Clarence L. Guyman, 62, who ran a fleet of trawlers and pioneered in methods of filleting and quick-freezing fish, died at his home at Glen Cove, L. I. last month.

Guyman retired five years ago as executive vice-president and a director of the Atlantic Coast Fisheries Co. He had charge of operations on the firm's trawler fleet and bases in New England and Nova Scotia. Besides developing machines for making fillets and leading in establishment of the frozen fish industry, he helped make the Atlantic Coast the foremost supplier of natural vitamin oils.



The 33' party boat "Cetus V.", which fishes out of Montauk and Freeport for mackerel, swordfish and bluefish under command of owner-master Capt. Frank Falcone. She is powered with a Chrysler Royal engine with 1.5:1 reduction gear, and has 10-watt RCA radio-telephone, Danforth anchors and Columbian rope.

Georgia Shrimpers Heading South for the Winter

The main part of the Georgia shrimping season is apparently past, hastened to an end by too many northeasters. Winds from the northeast generally are regarded by fishermen as essential to satisfactory catches, but this year the winds were too frequent and too strong.

However, shrimp production has been good off the Florida coast, and many of the Georgia boats were preparing to leave about the middle of last month for Florida, with a large number of craft favoring the area ranging down to Fort Pierce.

Paul Morea's three large boats, the *Big Shot*, *Rosemary* and *Sarah*, left last month. *Euclid* and *Willoughby Lewis*, larger craft, the *Romania*, *Ann Bryn*, and *Veinnie W.*, were ready to go.

Brunswick Quick Freeze's *B-2*, *B-1* and *Cherokee* already have spent some time in Florida. Joe Mendez' *Holy Queen*, *Santos II* and *Portugal* have gone. Larger boats of Joe Fazio are also in Florida.

Seven boats of the E. J. Toomer Shrimp Co., with approximately 40 fishermen and other workers aboard, sailed southward from Thunderbolt on November 18 for a nine-months' try at bringing in the Brazilian pinks, as the new species is known in the trade.

Wants Explorations for New Grounds

Fulton Lovell, head of the Georgia Game and Fish Commission, believes that there is an untapped fortune in fish off the coast of Georgia and other Southern seaboard States if fishermen only knew where to cast their nets.

None of the Fish & Wildlife Service's exploratory boats are operating south of Virginia, but Lovell pointed out that there is a spare boat in the North Pacific area which he hopes will be brought to the South Atlantic.

He revealed that recently two small fishing craft set out of St. Marys, and stumbled across a large school of pompano, one of the most popular of salt water fish. The fishermen worked as fast as possible loading and unloading their boats, and in less than three days pulled about \$70,000 worth of fish out of the seas.

Re-elected by Coast Guard Fishing Flotilla

John J. Thomson, marine machinist at Thunderbolt, was re-elected commander of the Thunderbolt commercial fishing flotilla of the Coast Guard Auxiliary last month.

Other officers elected were: vice commander, James W. Hennessey; training officer, Ernest August; and secretary-treasurer, R. E. McKenzie.

Florida Shrimpers Are Migrating to Tampa

First vessels of a 108-boat shrimp fishing fleet which will make Tampa its future home were expected to arrive the latter part of November.

The first vessels due were those of the Singleton Fish Co., which are now docking at Punta Gorda. Other operators, for whom contracts were approved, are: A. A. Fagen Shrimp Co., St. Augustine and Fort Myers; A. H. Ramos, St. Augustine; S. Salvador Sons, St. Augustine; Pacetti & Sons Fish Co., Fort Myers; Columbia Fish Co., Inc., Fort Myers.

An estimated 50 to 60 shrimp boats are now basing at Fort Pierce, and more are expected to join the fleet as the season advances. The fleet is ranging along the coast from Fort Pierce to the Cape Canaveral area, and the catch is of the "jumbo" variety.

Gulf and Caribbean Fisheries Institute

Harvey R. Bullis, Jr. of the U. S. Fish & Wildlife Service, Pascagoula, Miss., in addressing the fourth annual



The 60' x 18' x 6' "Big Lady", which is powered with the 190 hp., 6-110 General Motors Diesel shown at right. The shrimper, owned and operated by Land and Williams of Fernandina, Fla., was built by Diesel

Shrimp prices have increased more than 500% since 1938 and consumption has doubled, according to Walter H. Stolting, chief of the Marketing Section of the Fish & Wildlife Service.

J. B. Siebanaler of the University of Miami Marine Laboratory said that 45,000,000 lbs. of protein-rich trash fish caught in shrimp nets are dumped into the sea off the Florida coast every year.

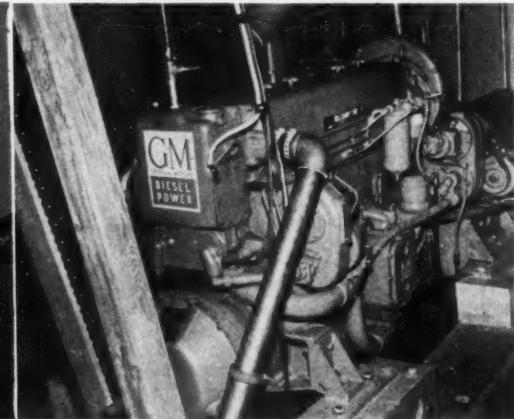
He added that one of the most vexing problems facing the State's fishing industry is how to convert this waste into greatly-needed animal foods and fertilizers for Florida farmers.

Frank W. Wilkisson, New York dealer, said the industry needs more uniform quality, honest weight, uniform grading and packaging and a steady supply to improve markets.

Oyster Area Reopened

A recent survey of West Citrus County waters by an agent of the State Board of Health has opened up a good-sized area for oystering that was closed in 1948.

The survey, made by William M. Beck, biologist, took in Crystal River from the town of the same name to the confluence with Salt River, through Salt River to the Dixie Bay area and south to the southern end of the



Engine Sales Co., Inc., St. Augustine. The engine drives a 42" x 32", four-blade propeller through 3:1 reduction gear. A chain drive from the front power take-off operates a boom winch.

nual session of the Gulf and Caribbean Fisheries Institute at Miami Beach the middle of last month, said that science rapidly is replacing art in commercial fishing. The meeting was attended by more than 200 fish dealers, buyers, shippers, fishermen and others.

Bullis forecast that thermometers probably will come into regular use in the shrimp fleet, and said investigation has shown there is no point in dragging for red shrimp in water above a certain temperature.

Charles E. Dawson, Jr. of the Florida Oyster Division disclosed that oyster growth is continuous in Florida throughout the year, and that in some cases, oysters have grown as much as 2 7/10 inches in about eight months. Mr. Dawson feels that such growth offers great possibilities for oyster culture in the State.

Dr. Philip A. Butler, director of the U. S. Fish & Wildlife Service Pensacola laboratory, summarized his experiments on breeding vs. wild populations. He found that oysters of known parentage grew better, had a better shape, and had a greater volume than wild stocks. He reported further that wild stock placed under cultivation gave the best yields.

W. L. Hardee of Brownsville, said the shrimp industry has grown along the Texas coast from 1,750,000 lbs. in 1947 to 19,000,000 lbs. during the first eight months of this year. He added that with proper conservation practices, the newly discovered offshore supplies should prove practically inexhaustible.

Narrows. The Dixie Bay-Narrows area is considered excellent for propagation of oysters.

Big Mullet Catch Landed

A catch of mullet estimated at 20,000 lbs. was unloaded on November 23 at St. Petersburg. It was one of the largest hauls in recent years in this area. Fishermen saw the catch as an indication that the disastrous effect of the 1947 "red tide", which killed untold millions of fish in the Gulf, is on the wane.

Plant Seed Oysters at Cedar Key

A three-year study of the oyster situation in the Cedar Key area began to bear fruit the latter part of November, when actual experimental plantings of seed oysters started. Chemical tests of the water have been conducted periodically over the past two years, and have shown conditions to be extremely favorable for the growth of oysters.

Trawler "Mary John" Sinks

The shrimp trawler *Mary John*, owned by Edward A. Tresnak of Fernandina, sank 140 miles from Fort Myers on November 23, but her crew was rescued by a sister ship, the *Capt. Fred*. The *Mary John* started leaking as a result of heavy seas, and the bilge pumps were operated for a period of four hours before the vessel sank. According to Capt. Rudolph Brown, the *Mary John* was enroute

Texas Shrimp Landings Consist Mostly of Brown Variety

In 1947 the first large catches of brown shrimp were landed on the Texas coast at Aransas Pass. Due to their color, considerable difficulty was experienced in marketing them. Prejudice was overcome, however, through a program of education and advertising.

By 1950, the Texas landings consisted of 75 to 80 per cent brown shrimp, and from 20 to 25 per cent white. The 1951 landings have been made up of about 15 per cent white shrimp, with the remainder brown and pink.

Prior to 1945, Texas shrimp production was limited to white shrimp exclusively, and landings were then at an all-time high. Production of shrimp received a severe setback immediately thereafter and the landings of white shrimp never have returned to the 1945 level.

Twelve years ago it was estimated that more than 93 per cent of the shrimp were taken in the bays, while only 7 per cent came from the Gulf. In the year just closing, more than 98 per cent of the shrimp landed at Texas ports came from Gulf waters, and the remainder from the bays.

Corpus Christi Bay, a heavy producer of shrimp in the past, was responsible for only a small amount of commercial grade shrimp this season. Production in Aransas Bay was disappointing. Matagorda Bay shrimping was fair for the first six weeks of the season, but the total catch was below average for the area. The small bay shrimp trawler is rapidly disappearing from the Texas coast.

Produces Half of Nation's Shrimp

The U. S. Fish & Wildlife Service office in New Orleans has released figures showing Texas is producing about one-half of the nation's shrimp. For the first ten months of 1951, Texas fishermen landed 239,421 barrels of shrimp, while the nation's total catch for the same period was 511,709 barrels. Totals through October already have surpassed the 1950 yearly total when 473,005 barrels were marketed throughout the nation.

The Brownsville-Port Isabel area, becoming known as the "shrimp capital of the nation," put 163,404 barrels on the market during the first ten months of this year.

The 1951 production figures are soaring over previous years, as reports show only 77,905 barrels landed in Brownsville for the first ten months of 1950, and only 163,676 barrels landed in the State during that time.

Weather Hampers Shrimpers and Fishermen

Landings of shrimp at Texas ports for November were estimated at 3,000,000 lbs. An early Winter and rough weather seriously hampered shrimping and fishing operations in the northern Gulf. Operations in the south Gulf have been near average.

Shrimp prices have been steady at 45¢ for 21-25 count; 38¢ for 26-30 count; and 31¢ for 31-32 count.

Bays and inland waters will be closed to shrimp boats with trawls over 10' beginning December 15 and ending March 1, 1952. Licenses will be issued for boat trawls under 10', these to be used in closed waters for catching bait shrimp only.

from Campeche, Mexico to her operations base at Fort Myers at the time of the mishap.

Food Fish Catch Slightly Less

Florida waters last year produced a commercial fish catch totalling 118,417,600 lbs., including 94,566,300 lbs. of food fish and 23,851,300 lbs. of non-food fish.

Last year the principal types of food fish taken were black mullet, shrimp, grouper, blue crab, Spanish mackerel, red snapper and spotted sea trout. The food fish catch in 1950 was nine percent below the 1949 catch, but virtually the same as in the three preceding years.

Florida's principal non-food fish is menhaden. Last year's menhaden catch was 22,792,700 lbs., about half the 1949 volume and far below preceding years.



The 48' x 13½' x 5'8" "Lewis Sisters", owned by Earl W. Lewis of Port O'Connor, Texas, and skippered by Capt. William Stapp. Her power plant is a 165 hp. Gray Diesel with 3:1 reduction gear.

Fish were scarce early in November, and prices increased. Prices to fishermen for large redfish, flounders and trout were 40¢; medium size 30 to 35¢; with small trout and redfish 20 to 25¢. Due to light demand late in the month, prices dropped about 25 per cent.

Shrimpers to Get Refrigeration Equipment

The Arrow Shrimp Co. of Port Isabel plans to install refrigeration equipment on its shrimp boats to enable them to remain on the Gulf of Mexico fishing grounds for longer periods and reduce losses from spoilage. The Company operates four shrimp boats, and also processes and sells their shrimp catch.

Shrimp Trawler Goes Aground

The "Graveyard", a bight of land extending into the Gulf some 40 miles south of Brazos Santiago Pass, claimed another victim last month when the trawler *Volunteer* was beached there. All crew members escaped safely.

The *Volunteer* is owned by the Versaggi Fish Co. of Brownsville. Heavy seas hampered efforts to free the trawler, and observers said it was doubtful if she could be saved.

Seafood Catch Shows Increase in September

Landings of fishery products at Texas ports during September totalled 11,824,200 lbs. compared with 9,101,600 lbs. during the same month in 1950, or an increase of 30 percent.

Landings of menhaden in Texas during September recorded a gain of 1,855,400 lbs., compared with the corresponding month of the previous year. Receipts of shrimp were 845,000 lbs. above the figure of September, 1950.

To Expand Port Lavaca Operations

A change in the name and policy of General Seafoods at Port Lavaca has been announced by company manager Morgan Daniels. A new corporation, General Seafoods, Inc. of Texas, has been formed with headquarters at Port Lavaca. This firm will have charge of all General Seafoods' operations in Texas.

The General Seafoods' trawlers now operating in Louisiana will be moved to Texas and Carmen, Mexico. This will make a fleet of approximately 40 large General Seafoods' trawlers operating out of Texas ports.

Improvements and extensions will be provided in the processing plant at Port Lavaca, and a new frozen shrimp pack will be introduced under the trade name *Davy Jones*.

New Supplier of Fishermen's Equipment

Aransas Pass's newest business connected with the seafood industry is the Marine Supply Co., Inc., located on the west side of Conn Brown basin on the waterfront. Supplies stocked for fishermen and boat operators include marine hardware, rope, trawl cable, oils and other lubricants, paints and wire rope. There also is a net shop.

Connecticut Bay Scallop To Be Studied

Dr. Victor L. Loosanoff, director of the Fish & Wildlife Service laboratory at Milford, will make a study of the Stonington scallop. Six dozen adult scallops and an equal number of this Summer's set from Little Narragansett Bay and Stonington harbor, both in the town of Stonington, have been delivered to Dr. Loosanoff's laboratories. Dr. Daniel Merriman, director of the Bingham Oceanographic Laboratory at Yale University, will cooperate in the study, the first ever to be made of the Stonington bay scallop.

Eventual findings will help Stonington set up conservation measures for the crop. Stonington Selectmen have been given licensing and conservation powers, including setting opening and closing dates for scalloping, by the State Legislature. The control measures went into effect for the first time this Fall.

Stonington Landings Show Increase

Landings soared at Stonington during November as the return of competitive bidding at the dock brought back a number of the fleet's big producers which had been working out-of-State ports such as New Bedford. The catch exceeded 70,000 lbs. on six days. Armistice Day, when the fleet took out the holdovers from a weekend's fishing, was the port's biggest day. A total of 133,600 lbs. of fish, mostly scup and butterfish, was weighed out.

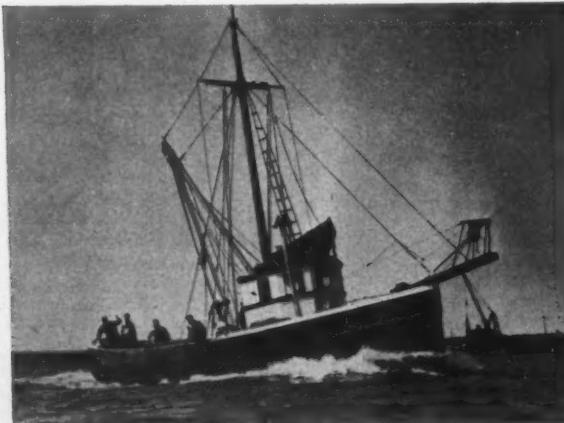
Stonington Fisheries, a new concern managed by Teddy Veverous, veteran New Bedford buyer who is working out of the Bindloss dock, is sparking the resurgence of competitive bidding. There had been no competitive bidding since the unsuccessful effort to stage daily auctions was made by the Connecticut Fishermen's organization in 1949.

Stonington Fisheries is offering skippers a price when the draggers arrive at the dock, and agents for Fulton Market dealers also put in bids. Formerly the bulk of the fish went to New York on consignment, and a considerable quantity still does.

Starfish Population Small

The Fall survey of the distribution of starfish on Connecticut oyster beds was completed during November by Charles A. Nomejko and William S. Miller of the Milford Fish & Wildlife Service Laboratory. The State boat, *Shellfish*, was used.

With the exception of the Charles Island to Stratford Point section, the rest of the area surveyed showed a



The 55' dragger "Carl J.", owned by Capt. John B. Bindloss, Stonington, Conn., and skippered by Capt. William Musante. She is painted with International paint and equipped with a 120 hp. Caterpillar D13000 Diesel which swings a 40 x 32 Columbian propeller through a 2:1 Twin Disc reduction gear and gives her a speed of 10 knots. She has Willard batteries, and uses Esso lubricating oil, Plymouth rope, and Linen Thread Co. Gold Medal nets. Her capacity is 42,000 lbs.

significant decline in the number of starfish. Compared with other years the starfish population of the area surveyed was less numerous than at any time since the Laboratory began its surveys in 1938.

Niantic River Scallop Season Cut Short

A sharp drop in the scallop harvest in the Niantic River caused the Selectmen of Waterford and East Lyme, sitting as a scallop control commission, to cut short the season on Nov. 16. The boards already had delayed the opening date two weeks from Oct. 1 until Oct. 15 to give the set a chance to mature.

In a similar step, the commission banned taking hard clams from the River.

Boston Landings Decline But Prices High

Landings at the Boston fish pier in October totalled 12,460,200 lbs., valued at \$1,242,600, or a weighted average price of \$9.97 cwt., which is the highest price for any October since 1946. There was a 22% decrease in volume when compared with September, and a 10% decrease when compared with October, 1950. Poor weather and less productive grounds were the main factors responsible for the decline in landings for October. However, the catch for the first 10 months of 1951 increased 5% over the similar period in 1950.

Scrod haddock was again the leading item landed at Boston, but decreased by over 3 million lbs. from the September total. Large haddock, cod, flounders, ocean perch, and miscellaneous varieties were landed in about the same quantities as during September.

Inshore boats landed a total of 3,223,800 lbs. in 310 trips. Poor weather kept this fleet of small boats idle for almost an entire week. Whiting was the leading item landed by these boats but not in the quantities brought in during the Summer months. The price of H&G whiting to the fishermen varied early in the month, but settled at 7¢ per lb. later and remained at that level the remainder of the month. This is a very good price for whiting at this time of year.

Round-Frozen-Thawed Fish Easier to Process

Scrod haddock frozen on a recent cruise of the Fish & Wildlife Service's research vessel *Delaware* were defrosted at the shore side pilot plant and were later processed into fillets at a commercial establishment. Like quantities of iced gutted fish were processed at the same time. Reports from the processor indicated that round-frozen-thawed fish were easier to scale, easier to fillet, and that the yield of fillets from round-frozen-thawed fish compared favorably with iced fish. Fillets prepared from round-frozen-thawed and iced fish were packaged in 5-pound cartons, frozen, and stored in commercial cold storage for consumer acceptance and laboratory testing.

Small lots of fillets prepared from round-frozen-thawed fish and iced fish were commercially processed into finnan haddies. Reports from the processor indicated that a high quality product was obtained from fillets prepared from the fish frozen at sea.

Fifteen Lost in "Lynn" Sinking

The 102' fishing trawler *Lynn* sank in Boston's outer harbor with a loss of 15 men late last month after a collision with the 10,000 ton oil tanker *Ventura*. Four of the *Lynn*'s 17-man crew were snatched from the sea, but two died from the ordeal.

Coast Guard officials, probing the sinking of the trawler, awaited testimony from John J. King of Winthrop, one of the two survivors. Main point to be determined was whether King, helmsman aboard the *Lynn*, heard the *Ventura* sound two warning blasts as claimed by the tanker's skipper. Capt. Joseph C. McNamara of Medford, skipper of the *Lynn*, was expected to testify also.

The R. O'Brien Co., owner of the *Lynn*, filed a libel in

Maine Lobstermen Asked to Look for Tagged Lobsters

Sea & Shore Fisheries Commissioner Robert L. Dow requests lobstermen in the Matinicus Island, Friendship and Monhegan Island areas to keep a sharp lookout for tagged lobsters. In the past three months the Department has been tagging lobsters in these areas to determine the population as well as migratory movement.

This Fall, two types of tags are being used by Don Harriman, biologist who is conducting the experiment. In the Monhegan area a white numbered disk backed by a red disk of the same size is being attached to the tail section of the lobster.

In the Matinicus Island and Friendship area a new type of identification tag is being used. This is a Monel metal strip affixed to the body shell with a rubber band. Fishermen or dealers finding lobsters bearing these tags are requested to turn them in to the local Sea & Shore Fisheries Warden with the time and place the lobster was caught.

The first experiment of this type was carried on in the Monhegan Island area during 1950 with considerable success, with approximately 25% of the lobsters tagged having been returned. In most cases the lobsters were caught in the same location where they were tagged, although a few had moved one or two miles in the six-month period.

Many fishermen believe that the inshore lobsters migrate during the Fall and Winter season to offshore waters such as the area around Monhegan Island, and it is hoped that the tagging experiment will clear up this matter.

Sardine Pack of Excellent Quality

Quantity was down but quality was up in the 1951 sardine canning season which ended November 30. According to Richard E. Reed, executive secretary of the industry's tax committee, most of the 1,500,000 cases packed this year were of small-sized herring that most consumers prefer. The 20-year average pack in Maine is 2,500,000 cases.

The season, which opened April 15, looked like an economic disaster for canners, fishermen and factory workers alike until early September, when catches picked up and continued through October and November.

Old-time fishermen, canners and biologists appear to be in agreement that the scarcity of fish is only temporary and was caused by a poor spawning season two years ago. They look for the schools to be back as large and plentiful as ever next season.

Discuss Penobscot Bay Scallop

Sea & Shore Fisheries Commissioner Robert L. Dow said at a meeting held in Rockland on November 16 that any action limiting scalloping in Penobscot Bay, such as was asked in a petition signed by over 40 fishermen in the coastal area, must be taken by the Legislature. The petition alleged that large draggers were fishing 24 hours a day and depleting the scallop beds rapidly.

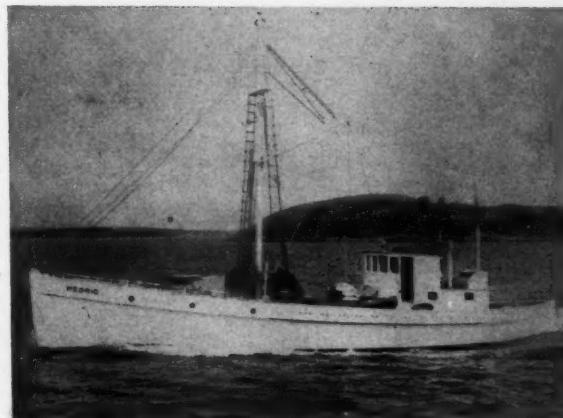
Ralph Wooster of Camden, who spoke for the petitioners, said that the long drags of the large boats were overturning the rocks on the bottom and disturbing the scallop's feeding grounds.

Capt. Walter Ross, speaking for the large boat owners,

Federal Court asking that the tanker be condemned and sold to meet a loss of \$250,000. The libel charges the accident was due to the fault and negligence of the *Ventura*; that she sounded no warning whistle as the overtaking vessel and was going at a high rate of speed.

Exceptionally Good Paying Trip

The Boston trawler *Wave* is reported to have shared \$531 per man on a recent 13-day trip which yielded 285,000 lbs. of dabs. Gross stock was \$18,000, which makes it one of the best trips of the year. The fish sold for 7¢ a pound.



The 61½' x 14½' x 8½' sardine carrier "Medric", owned by R. J. Peacock Canning Co., Lubec, Maine. Her power plant is a 6 cyl. 165 hp. General Motors Diesel turning 38 x 26 propeller through 3:1 reduction gear.

said that he failed to see why a law should be passed depriving anyone of the right to make a living. The large boats have taken up scalloping during a lull in the redfish season.

"Flow" Is Rockland Highliner

Redfish and groundfish landings in the port of Rockland for the month of October totaled 2,156,500 lbs. Highline boat for the month was General Seafoods' *Flow*, Capt. Douglas Schwartz, with 442,900 lbs. of redfish.

Second in the fleet was the *Billow*, with 376,500; third was the *Breaker*, with 304,700; fourth the *Aloha*, which landed 187,500; and fifth the *Breeze*, with 175,750.

The *Flow* landed the heaviest catch of the year at the General Seafoods plant on November 1. Capt. Schwartz and his crew brought in a total of 261,000 lbs., all redfish with the exception of 900 lbs. of flounders. The trip lasted 14 days.

The Feyler Fish Co. filleting plant closed for the season the middle of October.

Jonesport Herring Production Low

The herring fishery at Jonesport this year is reported to have had the smallest production ever known. Just as the season was about to end, and when it looked as if this would be the first year in the 60-year history of R. B. & C. G. Stevens that their smoke houses would not be filled, the Company's boats located 8,000 bushels of good quality herring. As a result steady work is assured during the coming Winter for employees who prepare the fish as boneless herring to be packed in five and ten-pound boxes.

The *Western Explorer* landed part of her catch of tuna at the Stevens Co., but there is still a question as to whether tuna can be taken in sufficient quantities to warrant keeping a factory ready to pack them.

Sardine production in the Jonesport area is reported to have been approximately one-third of what it was last year.

Leave for Hampton, Va.

The Rockland trawler *Katherine & Mary* left last month for Hampton, Va., where she will fish for the Winter. The *Phil-Mar* and *Ocean Spray* were expected to depart for the same port later last month.

Capt. Edmund Barter

Capt. Edmund Barter, who had been connected with the seafaring trade nearly all his life, passed away at his Boothbay Harbor home on November 1 at the age of 90.

His first sea trip was a fishing voyage in the old schooner *Regalia*, with his uncle, and for several years he was one of the crew of the schooners *Ivanhoe* and *Sigfred*, both commanded by Capt. "Flar" McKown, and fishing out of Gloucester.



Crabbing and oystering are done by the 43½' x 9' x 3½' "Malinda Mae", owned by Bichell Ruark, Bishops Head, Md. The vessel was built by B. M. Parks of Wingate, Md., and is painted with Tarr & Wanson paint. She is equipped with 16 x 10 Columbian propeller, Danforth anchor and Columbian rope.

Maryland Opens Three Oyster Bars to its Watermen

Three oyster bars in Maryland were opened to watermen on December 3, including an area in the Chesapeake Bay, along Kent Island and Poplar Island. The second area for tongers, is in Le Compte Bay, a reserved area in Dorchester County, and is south and west of a line from Castlehaven Point to Horn Point.

The third area, also tonging bottom, is Stone Church Bar in the Tred Avon River in Dorchester County, and is located between the shore and deep water channel from the red beacon off Town Point to the southernmost railroad terminal dock in Oxford.

A tax of 20¢ a bushel will be collected to defray the cost of planting these areas. It is understood that both in the Bay area and in the two tonging areas, the oysters are in good shape and in good supply.

Cull Law to Get Court Test

The question of whether the Maryland oyster cull law applies to privately-leased bottoms, as well as to natural bars, is now before the Circuit Court for Calvert County.

The law requires that undersized oysters and old shells must be culled from a catch and returned to the bottom from which they are taken. The old shells provide seed oysters with a substance to which they can attach themselves and grow.

The law generally has not been applied against oystermen operating on privately-leased beds. But recently Tidewater Fisheries Commission agents served notice on the Patuxent Oyster Co. and others operating on leased Patuxent River bottoms, that the regulation would be enforced against them.

The Patuxent Oyster Co. obtained a Circuit Court order restraining the Commission from enforcing its edict until a hearing is held on whether the law applies to private owners.

Oyster growers outside of Maryland also will be interested in the court's decision. Over 400,000 bushels of shell stock have been shipped into Maryland annually from various States along the Coast.

Shrimpers Not Damaging Croaker Fisheries

The Chesapeake Section of the Atlantic States Marine Fisheries Commission has reported there is no evidence that Pamlico Sound, N. C. shrimp trawlers are damaging the croaker fisheries of Maryland and Virginia. Tagging studies showed no evidence of an interchange of croakers between Pamlico Sound and Chesapeake Bay.

Virginia fishermen had complained that shrimp trawlers were taking large catches of baby croakers in each haul. The Virginia waters are considered a "nursery" for croakers, which eventually migrate northward in the Chesapeake.

Virginia Oystermen Organize To Oppose Private Leasing

Tidewater Virginia oystermen have been organizing to oppose proposed State legislation providing for the lease of public oyster rocks to private interests.

Approximately 150 Warwick County oystermen have hired a lawyer to protect their interests during the 1952 session of the Virginia Legislature. Opposition meetings also have been held in York County and in Isle of Wight County.

The fishermen were stirred to action by a report of the fisheries committee of the Advisory Council on the Virginia Economy, which found that Virginia was being out-manned in the shellfish market by other States. Putting the blame to a large degree on inefficient oystering methods of the smaller operators, the committee suggested that the State might lease public oyster rocks to large concerns that could exploit them more efficiently.

The independent oystermen assert such action would harm their interests and deliver a fishing monopoly to large companies.

Weems Oystermen Form Association

The Oystermen's Benefit Assoc. was formed at Weems on November 27, so that oystermen of the area will have an organization that can speak for them when questions of importance come up before the Commission of Fisheries or other groups. One of the main topics discussed at the meeting was a proposal to abolish dredging for oysters on the Rappahannock. A petition was signed by many of those present calling for this action.

Russell Henderson of Palmer was elected chairman of the new organization, with Gordon D. George, Jr. of Weems as secretary, and William Gordon of Weems as treasurer.

Crab Dredging Season Opens

The crab dredging season in Virginia opened on December 1, and ten Tangier dredgers sailed on this date for the crab dredging grounds in the lower Chesapeake Bay, near Cape Charles. The vessels range from 40 to 85 tons.

As the crab dredgers work the hibernation grounds near Cape Charles, about one hundred Tangier crab potters will be taking up their pots in Tangier Sound. According to the potters, the season has been very good.

Oyster Strike on Hurley's

The oyster bed known as Hurley's, which is located in Tangier Sound, northeast of Tangier Island, has a strike this year. According to the tongers, there are from 2 to 3 spat on every shell; and within four years, if this bed is protected, it will yield as many oysters as it did in the 1890's. The bed is some three miles long.

Want More Catch Statistics

An accurate up-to-date system for getting detailed information on fish catches is needed if Virginia's commercial fishing industry is to improve its position, according to the Advisory Council on the Virginia Economy. Without such facts, it concluded, no one can tell whether the State's fishing industry is realizing its potential.

To improve the situation, the Council recommended institution of a system followed successfully in California for the past 20 years. This plan provides that a carbon copy of all receipts for the sale of fish be given to the State by the fisherman, on a monthly basis.

Hampton Roads Area Landings

During November, Hampton Roads area landings were 1,051,000 lbs., or slightly less than in October, but almost exactly the same as in November of last year. Pound nets caught only 15,000 lbs. of striped bass during the month. Approximately half the entire yield from pound nets and dragnets was scup, landings of this variety having totalled 525,000 lbs.

North Carolina Shellfish Yield Shows Gain

With the exception of shrimp, increased catches of all shellfish were made during the 1950-51 fiscal year as compared with the year before. The number of shrimpers doubled, according to license statistics, there being 678 resident shrimpers in 1949-50 and 1,147 in 1950-51. Thirty-six non-resident licenses were issued in 1949-50 and 35 in 1950-51. Pounds of shrimp taken during 1950-51 totaled 3,207,400, as compared with 4,693,500 the previous year.

Statistics substantiate statements that the scallop industry is reviving. Five hundred thirty-two gallons of scallops were taken in 1949-50, while 8,409 gallons was the catch in 1950-51.

Comparative catches of other varieties of shellfish for 1949-50 and 1950-51, respectively, follow: clams, 41,809 bushels, 52,624 bushels; hard crabs, 18,198 barrels, 22,212 barrels; soft crabs, 15,158 dozen, 23,929 dozen; oysters, 113,292 tubs, 124,657 tubs.

No licenses were issued to non-resident menhaden boats in 1950-51. Non-resident menhaden crewmen for the recently ended fiscal year numbered 337 as compared with 820 the previous year. Seventy-three menhaden boats fished North Carolina waters in 1950-51, an increase of seven over the year before.

Make Good Rock Haul

Ira Spencer and his crew struck luck last month, when from one haul with their purse net in Albemarle Sound, they landed 75 boxes of rock, which sold for \$1,800. Capt. Spencer's crew loaded the boat heavily, but had to leave the net while it was still partly full of fish.

Institute Tests Heavy Oyster Dredge

At the request of the Commercial Fisheries Committee, the Institute of Fisheries Research, Morehead City, is investigating the effect of heavy dredges on oyster beds. Dr. A. F. Chestnut, shellfish specialist, is conducting the study, using 225-pound and 165-pound dredges. At present the only dredge permitted by law is the 100-pound dredge.

Menhaden Catches Promising

Menhaden caught during the past few weeks have been immature fish, and do not yield as much oil as the larger menhaden which appear later in the season. Catches have been promising, however, and if conditions remain favorable, records for 1951-52 will be better than for the past two years.

Oysters Plentiful

Oysters are plentiful this season, and the price is good, with oystermen getting \$2.50 to \$2.75 per bushel. The oysters seem to be mostly singles, and are shucking out 5 to 7 pints to the bushel.

The good price, which has been holding fairly steady, is believed due to the fact that there is a shortage of oysters in waters north of Carolina.

Catch First Shad of Season

Hauling a net in the surf near Oregon Inlet on November 21, Eddie Williams, Percy Williams and Gibb Gray, Jr., Avon commercial fishermen, caught the first shad taken along the beach of Hatteras Island this year. It was a roe shad and weighed about five pounds. Usually shad are not taken in quantity until after Christmas.

The fishermen had placed their net in a slough where about this time last year they caught almost 90 striped bass in one afternoon. The stripers weighed more than 2,000 lbs.

New Shrimper in Operation

Ed Robinson of Beaufort, and his brother George, are now fishing in the 40' trawler *Monica* which they built this Summer. The trawler was constructed in Ed Robinson's back yard, located a block from Taylor's Creek.

When the craft was ready for launching she was moved to the water via rollers.

Scientist Studying Menhaden

Sampling types of menhaden taken this Fall aboard Beaufort Fisheries boats is Dr. H. F. Kritzler of Duke Marine Laboratory, Piver's Island. Dr. Kritzler is taking from three to five fish from each set, sampling the plankton (microscopic food in water) and also the water.

All this is in conjunction with his study of the biology of the menhaden, his primary objective being to learn the type of food menhaden eat and their feeding habits.

Dredging Projects

Bids for maintenance dredging of three North Carolina channels important to commercial fishermen will be opened by the Wilmington district office of the Corps of Engineers on December 20.

The projects are Rollinson Channel, at Hatteras; the waterway leading from Pamlico Sound through Core Sound to Beaufort; and the channel from Back Sound to Lookout Bight.

Specifications call for opening Rollinson Channel 6' deep by 100' wide, and restoring a depth of 7' by 75' wide from Pamlico Sound to Beaufort in the areas of Wainwright slough, Atlantic, Davis, Taylors Creek and intermediate points. Fishermen in these areas maintain that shallow water in the channels denies them access to Pamlico Sound and the sea.

The Southport and Sunny Point basins and the Cape Fear River channel from Sunny Point to the ocean also are to be dredged—to a depth of 35'. Besides the regular channel and basins going to 35', all the way below Orton and Sunny Point to the ocean between Bald Head Island and Fort Caswell, another channel or entrance is being sought. This second entrance will be at about Corncake Inlet. Like the present channel, it also will be 35' in depth.

Southport commercial and shrimp fishing interests are hailing the coming of an eastern channel through Corncake Inlet as being little short of a Godsend to them. During rough weather from the southwest and west they will be able to go out and work in the sheltered area east of Bald Head Island. If the weather is from the northeast they will go out and work to the west of the Island.

"Sadie" Gets New Engine

Barbour Marine Supply Co., Beaufort, has installed a 110 hp. Nordberg Marlin engine in the trawler *Sadie* of Atlantic. The vessel is owned by Capt. Howard Nelson and skippered by Capt. Wally Mason.



Capt. Bill Ballou's 42½' party boat "Victory" of Morehead City, N. C., which is powered with a 165 hp. General Motors Diesel swinging 28 x 16 Federal propeller. Gulf fuel oil is used.

Seek Relief from Imports

(Continued from page 15)

the ad valorem equivalent of the 2½¢ rate of duty had declined to 12.2 percent, he said.

"This decline in the protective incidence of the 1930 tariff rates has led to a larger volume of imports at the 2½¢ rate than at the quota rate of 1¾¢ a pound in recent years," he stated. (Under existing agreements, 15% of domestic consumption can be imported at the reduced rate of 1¾¢ a pound.)

Some Firms Establishing Plants in Canada

Gorton-Pew Fisheries Co., Ltd. of Gloucester, Mass., was represented by Frederick McG. Bundy, who testified his firm is "forced by circumstances" to build a filleting plant in Louisburg, Nova Scotia. "Our bread and butter has been in Gloucester and we want to stay, but we have been forced to operate in Canada as well," he said.

Mr. Bundy added that he doesn't believe in quotas and said that the duties should reflect the differential in the costs of production between the nations.

Francis W. Sargent, director of the Massachusetts Marine Fisheries Division, recommended that "an adjustment of the present tariff on fresh and frozen ground-fish fillets to an ad valorem rate (based on value of the product) be considered, or perhaps even better an adjustable quota formula be worked out." He said: "We do not recommend, or even hope for, the cessation of sea-food products entering this country, as the fishing industry of the United States cannot alone meet the U. S. consumer demand for fishery products.

"To adopt either an ad valorem tariff or an adjustable quota as limiting factors would permit a foreign nation to maintain a considerable part of the United States market, but of necessity compete on a more even footing with the local industry."

Less Employment in Fishing Industry

John Fulham, who is treasurer of four fishing trawler corporations, as well as being connected with Fulham Bros., Inc. and Commonwealth Ice & Cold Storage Co., Boston, Mass., commented: "Today we have 8½ millions of pounds in our freezer in Boston when it should be full. We are operating with only 60 per cent of our force. It is our contention that New England could supply the entire demand of the United States if there were no imports. We have done it before and could do it again."

In 1939 imports of fish fillets here were some 9½ millions of pounds, according to testimony presented by Congressman William H. Bates of Massachusetts. He continued: "This year they will total nine times that amount or 58 percent of the nation's production. It is not the housewife who gains by the lower costs of imported fillets but the foreign producer."

Some of the others who spoke in favor of a quota or higher tariff included Capt. Patrick J. McHugh, secretary-treasurer of the Atlantic Fishermen's Union, who told of the decreased roster of fishermen at Boston—a drop of 700 men in the past five years—and also revealed that there has been a decline of 25 in the number of fishing boats; John H. Donegan, business agent of the Boston Seafood Workers Union, who claimed that in the past five years his roster has shrunk from near 1800 down to 1100; and Rudolph B. Matland, president of the Seafood Producers Association of New Bedford, who emphasized the New England industry's concern over the number of American firms which are establishing filleting plants in Canada, lured by low production costs.

Testimony Against Appeal for Tariff Relief

Spokesmen for the New England industry clashed frequently with representatives of wholesalers, brokers and distributors from the South and Midwest, who declared New England was losing its market to foreign producers because of the "mediocre quality" of their product.

Chief critic of the New England industry was O. L. Carr of Mid-Central Fish Co., Kansas City, Mo. distributor, who confessed under questioning that his concern has received complaints on the quality of Canadian fillets, as well. In fact, Carr admitted only a small percentage of consumers know whether their fillets are foreign or domestically produced.

Thomas D. Rice, executive secretary of the Massachusetts Fisheries Association, questioned Mr. Carr as to what difference there was between a Boston fillet and a Canadian fillet, to which Mr. Carr replied: "They run about the same except that the Nova Scotian fillet has the skin off."

Carr also contended that "ruthless depletion" of the New England fishing grounds has contributed to the decline of the domestic industry.

F. W. Bryce, a Detroit distributor who handles imported products almost exclusively, scoffed at claims the New England industry would be ruined by foreign competition. He said the combined facilities of domestic and foreign plants are inadequate to meet "the latent and potential demand" a year from now.

Invites Comparison of Production Costs

The Fisheries Council of Canada questioned whether the New England fishing industry has been injured by increased imports of fresh and frozen groundfish fillets.

Clarence J. Morrow of Lunenberg, N. S., a director of the Canadian trade group, told the U. S. Tariff Commission claims of serious injury "cannot be reconciled" with official figures showing domestic production and consumption are rising steadily.

Citing U. S. Fish and Wildlife Service figures showing an overall rise in Maine and Massachusetts groundfish landings, Morrow said: "It is difficult to see how an industry can claim injury, on account of imports, under conditions which result in a long term rise in production, such as is indicated."

Charges by spokesmen for the New England industry that production costs are lower in Canada were denied. Morrow said: "The overall cost of manufacturing fish fillets in Canada is as high as in New England." He invited the Tariff Commission to make a careful investigation of actual costs in both countries.

Claims Banks Already Being Fished to Limit

Robert P. Fletcher, Jr., president of Booth Fisheries Corp., Chicago, declared: "We are opposed to the proposed restrictive quota or higher tariff on groundfish fillets. During the past 10 years, there has been considerable increase in marketing and consumption of frozen fillets throughout the nation. It is particularly pronounced in the South and Midwest."

"We would prefer to secure our supply from domestic sources such as New England, but our knowledge of the limiting factors affecting the fish production at New England ports, is such that we know that this production cannot be increased to the extent of the demand; that unrestricted imports from foreign countries are needed in order to maintain the present volume of distribution and to provide further market development."

"A glance at a map of the principal fishing banks in the North Atlantic is sufficient evidence that the increase in the present production of groundfish fillets out of New England ports is uneconomical. The banks can only support a certain fishing population. Additional fishing effort would have the effect of initially increasing fish production but this would be shortlived as the fish population declined and the law of diminishing returns would soon put the landings at Boston at no greater level than at present. Those banks are now being fished at a greater rate than they should be."

"My company feels that it would be uneconomical to build trawlers capable of traveling distances to the eastern Nova Scotian banks and Grand Bank. It would make a very expensive operation and because of the additional time needed to get the fish to Boston, for processing, the quality would be appreciably lower than the quality of the fish presently landed in New England ports."

Gloucester Dragger "Mary M." Lost with Five Crewmen

The 67' dragger *Mary M.*, owned by B. & B. Trawling Co., crashed onto a rocky ledge of Cuttyhunk Island and broke in two during a gale the latter part of November. Sole survivor of the crew of six was William H. Sheppard of New Bedford, who battled his way 50 yards to shore through the freezing water.

After the boat struck, all the men went to the wheelhouse, which stayed above water. They could not escape, since a wave had stove in the dory. Finally three big waves hit the vessel, and the wheelhouse broke up and was washed away.

The Gloucester men lost in the tragedy were Capt. Arthur Davis, skipper of the ill-fated vessel, and William H. Tarvis; the New Bedford men lost were Arnoldo Mano, Jose dos Santos Pereira, and Manuel Rocha.

Heavy Ocean Perch Receipts

It was ocean perch day on November 20 when 1,585,000 lbs. of this variety arrived aboard 11 draggers. Capt. Jerome Noble and crew in the dragger *Mother Ann* had the biggest fare, hauling for 260,000 lbs.

"Marie and Winifred" Damaged

The 75-ft. fishing dragger *Marie and Winifred* was severely damaged when a huge sea hove down the 22-year-old vessel 65 miles east of Provincetown on November 20. Jose L. Chapada of Magnolia, who was badly injured, was taken to a Provincetown hospital.

It was reported that when the sea crushed in the pilot house, a beam fell across Chapada, causing a broken leg besides bruises and a shaking up.

Succeed in Keeping Leaking Dragger Afloat

The local fishing dragger *Ronald and Mary Jane*, Capt. James N. Tucker, was towed into Lunenburg, N. S. late last month by the Canadian tug *Foundation Vera* out of Halifax. The dragger had sprung a leak while homeward bound in a howling gale with a fare of ocean perch.

Capt. Eugene Lafond

Capt. Eugene Lafond, 69, one of the first to go gill netting out of Gloucester, died at a hospital in Douagiac, Mich. last month. His father, the late Capt. John Lafond, led a fleet of Great Lakes gill netters through the canal and into Gloucester in 1910, commanding the *Mary F. Ruth*.



The 56' dragger "Reneva" of Provincetown, Mass. Owned by Salvador R. Vasques, Jr., the boat is powered by a 135 hp. Murphy Diesel.

Cape Cod Fishermen Suggest Alternate Firing Sites

A public hearing was held last month in Sandwich on the proposal of the Army that it be allowed to establish a firing range in the Scorton Beach section of East Sandwich.

Col. Alvin T. Bowers said firing on the proposed range would be between Labor Day and May 30, and that present plans called for not more than four and probably two 90-mm. guns, firing between two and four hours a day, three or four days a week. He did not anticipate the range would be in operation every week.

James T. Fraser of Plymouth was the first to offer objection to the proposal. He represented Plymouth fishing interests and said he feared the area would be too close to that town.

Manuel Dutra of Provincetown, spokesman for the fishing fleet of that port, was another objector. Mr. Dutra explained in detail the troubles encountered by fishermen since the establishment of the Wellfleet range.

The Popponesset area or Point Gammons were suggested as alternate sites for the proposed range by Mr. Dutra and John Coe of Forestdale. Col Bowers said neither area had been considered, but he would be glad to inspect the sites. Mr. Dutra said the Point Gammons side is devoid of fish because of the starfish which have driven out all feed, and believes it would be an ideal location for an army firing range.

Dragger Damaged by Fire

An early morning fire aboard the 42' Provincetown dragger *Atlanta*, first noticed by other fishermen as they left for the fishing grounds, caused an estimated \$1,000 damage to the 33-year-old craft, before the flames were extinguished. The vessel is owned and skippered by Capt. Walter Harding, and the fire aboard her was believed to have started from a short circuit in the engine room.

Has Been in Oyster Business Sixty Years

Benjamin C. Savary, who has been an oysterman for 60 years, is the oldest oysterman in the business at Wareham. He still manages his own oyster grant and devotes most of his time to putting down shell to catch oyster seed.

Mr. Savary started in the oyster business as a very young man, working a grant held by his father in Shell Point Bay. Later he purchased the grant he now owns at Little Harbor.

The Oysterman's Association, of which Mr. Savary has been president for nearly 10 years, was organized many years ago with 40 members, all earning their living in the oyster business. Now there are only 12 in the oyster business in Wareham, and they are mainly catching oyster spat to be sold commercially. The decline is said to be due to the building up of the shore property by Summer residents.



Capt. Salvatore Parisi's 90' dragger "St. Anthony", which is powered with a 300 hp. Cooper-Bessemer Diesel. Skipped by Capt. Charles Parisi, the vessel is painted with Henderson & Johnson paint, and her navigating equipment includes RCA Loran, Submarine Signal Fathometer and Bludworth direction finder. She also is fitted with Wickwire wire rope, Hathaway winch, Danforth anchor, Hudson American radiotelephone, Surrette batteries, and New England electric hoist.

Gulf Gets First Catch Of Yellowfin Tuna

What was believed to be the first cargo of tuna ever to enter a Gulf Coast port arrived at Pascagoula, Miss. on November 30, when the clipper *Gulf Star* docked with 190 tons of yellowfin tuna caught off Peru.

C. W. Drake, president of Tuna, Inc., which is building a tuna cannery plant at nearby Moss Point, said that the shipload is the first of many scheduled to dock at Pascagoula. Since the cannery plant is not ready yet, the first load was to be shipped to Atlantic Coast ports and to fresh fish markets along the Gulf Coast.

Mr. Drake disclosed that another catch of tuna is expected in about two months, and said that by then his plant may be ready for it. Drake hopes to get the plant in operation early in 1952.

Pointing out that tuna cannery is entirely new to the Gulf area, Drake said that it soon may be a major industry. He reported that his plant will employ about 100 persons when operations go into full scale.

Construction of the Moss Point plant is cited as evidence that a portion of the tuna cannery industry, long monopolized by the Pacific Coast, is in for a boom on the Gulf Coast. This, officials say, is because the distance from Pascagoula to the favorite tuna grounds off the coast of Central America is shorter than from California.

Shrimp Canning Operations Slowing Up

Shrimp cannery operations in the Gulf are running into a quiet period, with the pack for the week ended November 21 totalling 12,726 cases, compared with 15,527 last year. Total output since August 1 is 450,788 cases, or about four thousand cases less than in the same period of last year.

The season's shrimp pack in Alabama and Louisiana through November 21 was 386,637 cases, or about 12% above that of 1950. However, the Mississippi pack was only 64,151 cases, or about half of what it was last year.

Louisiana Company's Shrimp Peeler Results in Larger Yield of Meat

The mechanical shrimp peeler perfected by a Louisiana firm after seven years of trial and error, is now being used in many of the largest shrimp canneries and freezing plants of the South. Fernand S. Lapeyre, vice-president and general manager of the family corporation which developed the mechanical peeler, claims that it gets from 5 to 10 per cent more unbroken meat from the shell than the hand method.

The peeling machine is an intricate-looking contraption of many rubber-covered rollers of various sizes. By the time the shrimp have reached the end of their journey, practically every particle of shell, including head and tail, even shell on the tiny legs, has been removed.

It is claimed that the mechanical peeler has resulted in a drop in the price of shrimp. The wholesale price of a dozen cans of medium size shrimp is now \$3.25. Last year, it was \$4.00, and in 1948 it was \$4.50. A pound of canned shrimp now costs only \$1.02 and provides 81.6 grams of protein, as compared to a pound of beef sirloin which costs \$1.18 and provides only 74.8 grams of protein.

The idea for the mechanical peeler is said to have originated when Mr. Lapeyre's nephew accidentally stepped on a few shrimp on a cannery floor in Houma several years ago. He found that the shell of the shrimp clung to his rubber boots, while the meat slipped away. Fernand Lapeyre then began to experiment with putting shrimp through the rubber rollers of the family wringer.

By 1948 a fairly satisfactory model of the mechanical peeler had been moved into his brothers' shrimp plant in Houma. In 1949 a second and better machine was built, and orders had been received from other packers for

seven more of the machines. Today, the firm has 30 in operation, and six more are being built. The machines are leased instead of being sold.

Air Command Asks Danger Zone

Headquarters Tactical Air Command, Langley Air Force Base, Virginia, has requested that a Danger Zone be established in the Gulf of Mexico about 8 miles offshore from Cameron and Vermilion Parishes, with its centerline about 54 nautical miles southeasterly from Cameron, La.

The area will be under the operational control of Tactical Air Command. Air gunnery practice may be in progress seven days per week, but only during daylight hours and under conditions of perfect visibility from air to water surface.

Firing will be conducted from water surface to a maximum height of 40,000' and away from the land. No air to surface or bombing activities will be conducted. Extreme vigilance by Air Force observers is mandatory at all times, and cease firing orders will be issued immediately if any shipping or small craft are observed in the area at the time of firing.

Mississippi-Based Research Vessel "Oregon" Finds Large Tuna Schools

Large schools of yellowfin tuna have been discovered along the Gulf coast east of the Mississippi River by the Fish & Wildlife Service exploration ship *Oregon*, based at Pascagoula. The *Oregon* reported that she discovered the schools of tuna about 80 miles south of Pascagoula, Miss., site of the South's first tuna plant, while searching for red shrimp.

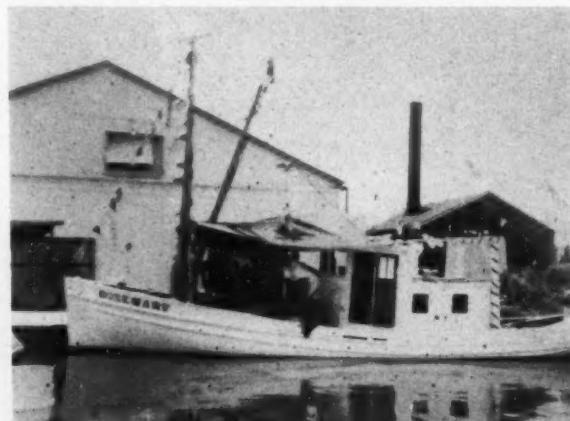
According to the Fish & Wildlife Service, this report is particularly significant in view of earlier reports that large schools were sighted from the vessel in more southerly regions of the Gulf during a cruise to Campeche Bank.

The exploratory ship plans to undertake a full scale tuna program next Spring.

Seafood Production Declines

Landings of fishery products at Mississippi ports during September totaled 12,203,900 lbs., and showed a decrease of 47 percent compared with the previous month.

Receipts of menhaden were 10,836,600 lbs., but registered a drop of 10,850,650 lbs. compared with August. Menhaden landings during September accounted for 89 percent of the total production; shrimp amounted to 1,197,900 lbs. and accounted for 10 percent; other items made up the remaining 1 percent.



The 41' shrimper "Rose Mary", owned by Steve Zuvich, Jr. of Buras, La. Her equipment includes 165 hp. General Motors Diesel with 28 x 18 Columbian propeller which turns through 1.5:1 Twin Disc reduction gear and gives the vessel a speed of 11 knots. She is painted with Pettit paint, and has Ederer nets and Bethlehem wire rope.

Alabama Signs Reciprocal Shrimping Agreement

A reciprocal agreement with Mississippi in the shrimp fishing industry was signed recently by Alabama. The agreement permits commercial shrimpers of each State to use the other's shrimp grounds on an equal exchange of licenses and with mutually agreed regulations.

In Bayou La Batre, Ala., headquarters for the Alabama shrimping industry, it was said that a number of Mississippi shrimp boat operators already have applied for Alabama licenses, and that Alabama shrimp fishermen are applying to Mississippi for permission to shrimp in that State's waters.

The agreement was looked upon as a major step toward bringing the States into line on a general reciprocal basis with regards to seafood operations. In past years Alabama barred Mississippi boats from fishing in its waters, and Mississippi also prohibited Alabama boats from fishing in her waters.

Converts Coast Guard Boat to Shrimper

Eaton C. Green of Jacksonville, Fla. expects to be one of the first Florida shrimp fishermen to work the new deep-water shrimp beds discovered off the Alabama and Mississippi coasts in the Gulf of Mexico. Green has recently converted a former Coast Guard 83-ft. submarine chaser for use in the Gulf.

The vessel, named the *Gray King*, has been converted at Marine Engineering and Towboat Co., Jacksonville, and heavy equipment was installed to handle nets on the bottom at the 100-fathom curve where shrimp were discovered recently. Because of the extreme depth at which the shrimp are found, normal shrimping gear is inadequate, according to Green.

Green designed the conversion to utilize the forward living space as a shrimp hold large enough to carry from 180 to 200 boxes of shrimp. Two after holds on the boat have been combined into a shrimp hold with a capacity of 300 boxes.

Both shrimp holds have been insulated and refrigerated so that the quantity of ice required to keep shrimp for a 21-day cruise can be cut in half.

The after portion of the engine room was made into a 2,000-gallon Diesel fuel tank, giving the *Gray King* a total fuel capacity of 4,000 gallons, and cruising range of approximately 4,000 miles.

Large propellers with a low pitch were installed to give the vessel the power needed for deep dragging. A 12-inch diameter seamless mast was installed with lights for working at night, and an electric winch was placed on deck for hauling nets.

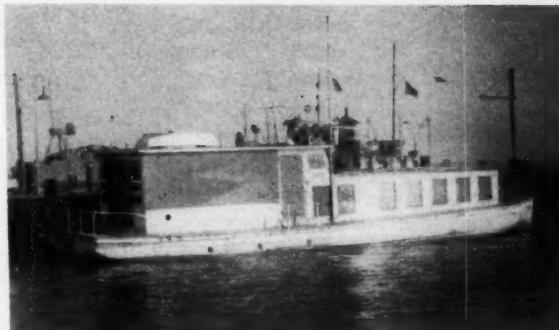
Delaware Plants Shells, Seed Oysters

The annual report by the Delaware Commission of Shell Fisheries for the fiscal year of July 1950 to 1951, revealed that activities in Delaware Bay have increased during the year. Over 78,000 bushels of oyster shells have been planted in different parts of Delaware Bay, all on the natural oyster rocks. Approximately 300,000 bushels of market oysters were taken from Delaware Bay, which makes the oyster business a million dollar industry in Delaware.

Approximately 100,000 bushels of seed oysters were taken from the natural oyster beds of Delaware and planted on privately owned beds. The season for this opened May 28th and closed June 30th.

The Commission received an appropriation of \$5,000 from the Legislature, and with this amount planted 5,000 bushels of seed oysters in Indian River Bay. The Commission financed the operation of patrol boats in Indian River Bay, Rehoboth Bay and Delaware Bay.

The recently organized Delaware Dredgers' Association, composed of Delaware Bay dredgers, has helped in carrying out plans of the Commission.



Capt. J. H. Rouse's 56' "J.C. & B.", which was built at Westwego, La. in 1906. She does mackerel fishing and is engaged in the coasting trade out of Biloxi, Miss. The vessel's power plant is a Gray Diesel which swings 24 x 18 Michigan propeller, and she also is equipped with DeWitt hooks, Northill anchor and 22-watt Radiophone marine radiotelephone. RPM lubricating oil is used.

Factory Ships

(Continued from page 16)

The other special ventilation problem on the *Pacific Explorer* was the reduction plant. The location of the reduction plant in the stern of the vessel was dictated to a large extent by olfactory considerations. There is always an odor around a reduction plant, no matter how sanitary it is and how often it is washed down.

Besides the smell, however, there is a considerable amount of steam discharged from the press and over the basket-type centrifuge. While the rate of change in the whole reduction plant area was made once every four minutes (and incidentally the ventilation was entirely exhaust, so as to discharge it as far over the stern as possible) and two thousand cu. ft. per minute of local exhaust ventilation was provided in the press area, it was not enough to keep this area free from condensation. When the reduction plant was operating there was a continual fog of steam within a radius of about 15' from the basket centrifuge.

Future marine installations of this nature should provide separate enclosures for the press and basket centrifuge, and not less than 10,000 to 15,000 cfm. exhaust fans should be provided to change the air as rapidly as possible.

Another problem was proper local ventilation in the refrigerated holds. Deep floor gratings and sparring around the shell and bulkheads is essential in order to allow air to circulate around the refrigerated cargo to transfer the heat from the structure to the refrigerating coils.

The *Pacific Explorer's* insulation was cork and Fiberglas. Where weight and fire-retarding qualities are no consideration, the only reason for using materials other than cork is cost. Since the ratio of costs between cork and Fiberglas is so great, every effort was made to use Fiberglas wherever it was practical.

To be practical the installation must provide a perfect vapor seal on the warm side of the insulation. This is essential in tropical service, where high humidities as well as high temperatures increase the vapor pressure differential between the cold and warm sides of the insulation. The only good vapor seal is a steel surface against which the insulation can be placed with the warm area on the opposite side of the steel. Wherever this condition existed, Fiberglas was used, except in the blast freezers and on the decks. On the blast freezers cork was used because of the high temperature differences.

The insulation on all vessels was placed so as to give a minimum coverage of 2 in. over all structural members. With low cost materials such as Fiberglas, the space between frames and beams can generally be filled in solid at less cost than is required for boxing.

Equipment and Supply Trade News

Twin Disc Holds Election of Officers

Officers re-elected at the annual meeting of Twin Disc Clutch Co., Racine, Wis. and Rockford, Ill., include P. H. Batten, chairman of the board; John H. Batten, president; Soren Sorenson, vice president—manufacturing; N. F. Adamson, vice president—sales.

Two new vice presidencies were created, with G. L. Shuman being selected to fill the position of vice president—finance and secretary, and R. G. DeLong being named vice president, Hydraulic Division. Mr. Shuman has been secretary-treasurer of the Company since 1943. He first joined Twin Disc in 1928, was made secretary in 1935, and secretary and assistant treasurer in 1936.

Mr. DeLong, who has been manager of the Hydraulic Division since 1945, first joined Twin Disc in 1939. He had been with the Hydraulic Division since 1942, when a new factory was opened in Rockford.

Other officers elected include R. T. Howell, treasurer-assistant secretary, who became affiliated with Twin Disc in 1940 and was named assistant secretary in 1942.

Named assistant secretary-comptroller, Hydraulic Division, was R. T. Rehwald. Mr. Rehwald had been assistant secretary of the Hydraulic Division since 1942, after joining the Division early in 1941.

W. F. Shurts was elected director of engineering. He joined the Company in 1940 and had been chief engineer, Hydraulic Division, since 1942.

Bulletin on Syntron Shaft Seals

A folder illustrating and describing Syntron "Anti-Friction" Mechanical Shaft Seals has been issued by Syntron Company, Homer City, Pa. Photographs of typical installations, as well as several cross-sectional drawings showing internal construction, are featured.

Syntron shaft seals may be used for eliminating leakage around the rotating shafts of propellers, compressors, pumps, engines, etc., and are available for shafts from $\frac{1}{4}$ " up.

The principal application of Syntron's standard Model "M" seal is in the marine field, in the propeller shaft logs of motor craft, and on larger vessels for retaining bearing lubricant in the propeller shaft stern tubes. The Model "M" seal is a completely self-contained unit made up with a brass housing and with internal parts of graphite, bronze, stainless steel and flexible, synthetic rubber.

Moving parts of Syntron shaft seals rotate with the shaft and effect a positive seal between lapped metal rings and self-lubricating, microfine graphite rings. There is no scoring or galling of the shaft, as no friction is introduced at any point on the shaft.

As the seal fits to the shaft by flexible rings that are fairly free to slip, end play in the shaft has no effect on the sealing faces. Nor will vibration, or chatter within reasonable limits, affect the seal.

Sufficient clearance of the seal housing is provided around the shaft—and the internal component parts are so flexibly constructed that a limited amount of shaft misalignment or distortion will not affect the seal.

The design of Syntron Seals provides that as the fluid pressure increases or decreases, the unit pressure between the sealing faces automatically increases or decreases.



R. G. DeLong

Bradley Directs Plymouth Cordage Sales

Bartlett B. Bradley, general sales manager, Plymouth Cordage Company, Plymouth, Mass., has taken on expanded duties to direct all sales activities of the Company.

Ellis W. Brewster, formerly president and treasurer, has become Chairman of the Board, retaining his position as treasurer. Edwin G. Roos, formerly vice-president and in charge of sales, has become president of the Company. Mr. Bradley assumes Mr. Roos's sales responsibilities.

Mr. Bradley joined the Plymouth Cordage Company in 1931, and shortly after became the first resident Plymouth Cordage Co. sales representative on the Pacific Coast. In 1933, he established Plymouth's Pacific Coast District Office. After seven years on the west coast, Mr. Bradley was transferred to New York as Eastern District Sales Manager where he remained until called into the Navy in 1943.

His early Navy Service was as Supply Officer in charge of Navy rope purchases with headquarters at Washington, D. C. Later he was re-commissioned a Line Officer and assigned to amphibious duty on a Navy Attack Transport.



Bartlett B. Bradley

Two New Cummins Regional Managers

R. F. Davis, former assistant regional manager of Cummins Engine Company's Central Region, with headquarters at Chicago, has been promoted to regional manager, Cummins Eastern Region, with offices in the Chrysler Building, New York City.

Davis has been employed by Cummins since the Spring of 1942. After serving as Manager of Engine Sales for a year, Davis joined the Cummins regional organization in 1948.

W. G. Turner, former regional manager, Cummins Southeastern Region, with headquarters at Atlanta, has been transferred to Cleveland as regional manager, Cummins Great Lakes Region. Turner was appointed regional manager of the Southeastern Region in 1948, and previously had served as assistant regional manager for the Cummins Eastern Region.



New Cummins regional managers. Left, R. F. Davis, who is in charge of the Eastern Region. Right, W. G. Turner, manager of the Great Lakes Region.

The Sign of Good Equipment and Good Service



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IT stands for an organization long experienced in the sales and servicing of the best in Marine Engines—

CATERPILLAR DIESELS

Our Sales, Parts, and Service Departments are all committed to the principle that the worth of the product it sells depends upon the service given by the seller. You can rely on PEMCO.

PERKINS-MILTON CO.

New International Paint Vice-President

At the directors' meeting of International Paint Co., Inc., held in New York November 15, William J. LeBlanc, Jr. was elected to the office of executive vice-president. This office was vacated by the recent elevation of John W. Weber to the presidency of the Company.

Mr. LeBlanc has been an executive of International Paint for many years, serving as the Southern District Manager with headquarters in New Orleans. His promotion will bring him to New York.

The office of Southern District Manager will be filled by John E. Carambat, Jr., who has been serving the Company in New Orleans over a substantial period of years.

Reiner Names Robbins Sales Manager

Herman B. Robbins has been named as sales manager of the Generator Set Division of John Reiner & Co., Long Island City, N. Y. The Generator Set Division handles the distribution and sales of D. W. Onan generator sets as well as the Reiner line of Diesel and gasoline generator sets and marine auxiliaries.

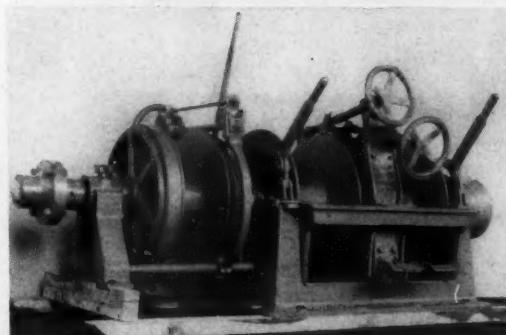
In addition to his regular duties, Mr. Robbins also will be in charge of all the export activities of the Company. He will travel extensively in this country and abroad to survey market conditions and seek additional domestic dealer and export distributor outlets.

Steelcote Stainless Steel Coating for Metal

A new product—Steelcote Stainless Steel Coating—is now available for use on all metal surfaces. Developed by the Steelcote Manufacturing Co., St. Louis, Mo., the coating will protect metal surfaces from rust, corrosion and other types of deterioration.

The new Steelcote Stainless Steel Coating may be applied with brush or spray gun. It dries to handle in 30 to 60 minutes, and the surface is ready for regular use in 3 to 4 hours. The film is non-inflammable, odorless, tasteless when dry, and takes fungus treatments.

Hathaway



Hathaway Model 7233B with third drum

HOISTS AND WINCHES

for all sizes and types of fishing boats

Stern Bearings — Stuffing Boxes
Bronze and Monel Propeller Shafts

Fishing Machinery • Repairs • Service

Fuel Oil — Ice — Lube Oil

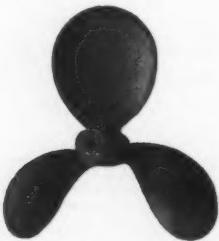
HATHAWAY MACHINERY CO., INC.

HATHAWAY-BRALEY WHARF CO., INC.

FAIRHAVEN, MASSACHUSETTS

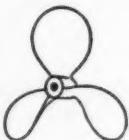
EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES

PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



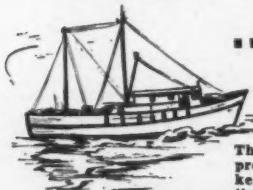
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52" DIAMETER AND LARGER**

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PROPELLERS**



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NETTING**
**...the shortcut to
the BIG CATCH**



The bigger the catch, the bigger the profits for you. And, one sure way to keep your catch "big" is to use the netting that will always give you the best results. That's why experienced fishermen demand and use Starr Gill and Seine netting. They know that Starr Netting made by experts from the finest grade twine and knotted to give just the right mesh in their assurance of perfect performance—their short cut to the "big catch". Nylon Netting available in a wide variety of sizes.

Write for information today.

**STARR NETTING—
STAR PERFORMANCE**

**A. M. STARR NET CO.
EAST HAMPTON . . . CONN.**



Power Dredging vs. Hand Digging

(Continued from page 18)

in length, whereas bullrakes regularly took those above 45 mm. The effect of this difference on the quahog population over a long period of time is not known. Productivity studies which are now underway in Greenwich Bay also may provide information on the long-range effect of removing both small and large quahaugs by hand digging.

Underwater photographs failed to show any difference in the surface condition of the two fished sections of the plot. Both parts appeared similar to the control area. The unsatisfactory nature of many of the pictures prevents their use as a positive criterion for comparing the two fishing methods.

Bottom samples confirmed the indications of the underwater photographs that surface appearance of the three areas was similar. Mixing of the sandy-mud layer and the underlying clay was more pronounced in both fished areas than in the control section. Fished areas were also softer and had less odor of decomposition than the control area. No differences in the above physical characteristics were observed between dredged and bullraked sections.

Less Breakage with Bullrakes

Breakage of commercial-sized quahaugs was recorded during the experimental fishing. Bullraking operations broke about 0.1% of the clams above 45 mm., but most of this breakage was from handling. Dredging broke about 1.0% of the clams above 60 mm. in length.

Even though dredging breakage was 10 times that of raking, it is still extremely low in this sandy-mud bottom, and is not considered to be important. The observations of Narragansett Marine Laboratory agree with our records for this type of bottom, but list dredge breakage of 2.9% in rocky bottoms.

Breakage of undersized clams by raking and dredging was shown to be negligible in the sandy-mud of the test plot, but this might not be true in rocky or shelly ground.

Observations of recently dead quahaugs made during bottom sampling showed no evidence of significant mortality which might be due to smothering in either fished area. No setting occurred on the test plot during the Summers of 1949 and 1950. Therefore, no observations could be made on the effect of fishing upon setting and set survival.

Darlington Offers Three Aids to Piloting

Aids to piloting recently developed by Frank G. Darlington of Sewickley, Pa. include Currentographs for Vineyard-Nantucket Sounds and for Long Island-Block Island Sounds, as well as a Correctocourse, which enables the skipper to solve quickly and easily all problems posed by the set and drift of currents.

Darlington Currentographs provide at a glance the directions and velocities of tidal currents for each hour at strategic places in the areas covered. They have two parts: an envelope on which is printed the charts in colors similar to the regular charts of the Sounds, and a slide which fits inside the envelope and which has the pertinent data (derived from United States Coast and Geodetic Survey publications) arranged to show through windows in the envelope when properly set.

The instruments are made of Vinylite plastic rigid sheet which has exceptional dimensional stability and stands up under long use. The material is resistant to moisture, salt air, oil, grease and most chemicals, and can be wiped clean with a damp cloth.

The Darlington Correctocourse solves problems involving course steered, speed through water, course made good and speed over bottom, quickly and accurately with a minimum of effort. The Correctocourse is made of Vinylite plastic directly calibrated to read any course, any angle on the bow, boat speeds up to 15 knots, current velocities up to 10 knots and speeds over the bottom up to 25 knots (speeds outside these ranges can be used by remembering that a division on each arm must represent the same speed).

Rhode Island Fishermen Testify On Proposed Navy Restrictions

Spokesmen for the commercial fishermen who use the West Passage of Narragansett Bay won promises from the Navy November 28 of two concessions regarding the proposal to establish a prohibited area and a restricted seaplane landing area off Quonset Naval Air Station.

Comdr. J. J. Richardson, who represented the Navy at the public hearing in Wickford, gave assurances that "the commanding officer (at Quonset) would approve applications to fish during certain hours for specified periods of time" in the proposed prohibited area.

Comdr. Richardson further stated, "I believe the proposed modification suggested by the Wickford (town harbor and wharf) committee (as to the limits of the proposed restricted area to allow more sea room) will be accepted."

Security was cited as the purpose of establishing the offshore prohibited area from Pojac Point to Quonset pier, and safeguarding life and property as the reason for restricting the seaplane landing area south of the station.

Frank Martin, who said he spoke for between 500 and 750 commercial fishermen, urged that the Navy order be modified to allow entry to the proposed prohibited area at least four to six weeks during the scalloping season.

Refusal would mean probable loss to the commercial fishermen of a "set" of scallops worth from \$50,000 to \$70,000, Martin argued.

Believe Lobster Hatchery Should Be Closed

Veteran Rhode Island lobster fishermen last month voiced agreement with Edward C. Hayes, Jr., chief of the Division of Fish and Game, that operation of the Wickford lobster hatchery is a waste of money. They disclosed that the 1951 yield in the industry has been the poorest in their experience on Narragansett Bay and off the coast.

The lobstermen blame the poor trapping this year on competition from draggers, bay pollution and high costs of gear rather than any lack in the lobster rearing program.

The State Department of Agriculture, to be rid of the nearly inactive hatchery which costs \$10,000 annually to operate, would have to get General Assembly approval.

The State's 333 licensed lobstermen in 1949, latest year for which figures are available, reported catching 315,435 lobsters. About 300 licenses were issued for this season, which started April 1 and ends Dec. 31.

Large Striped Bass Hauls

Large striped bass hauls by seiners working from the Westerly and Charlestown beaches were shipped to New York from the Stonington, Conn. docks during November. A total estimated at 14,900 lbs. was shipped by the Rhode Island seiners. The biggest individual shipment of striped bass came the night of Nov. 12, when a crew of fishermen weighed out 5,000 lbs. of stripers.

Rare Fish Come from Gulf Stream

According to an expert, the polka dot fish and fish that look like electric razors which have been turning up in lobster pots are foreign visitors blown to Rhode Island shores out of the Gulf Stream. The fish shaped like an electric razor has a pair of rudders in place of a tail, and has been identified as a spiny box fish.

Gets New Engine

Aspray's Boat Yards of Providence has installed a 145 hp. Nordberg Knight engine with 2.5:1 reduction gear in the 40-ft. handline and lobster boat owned by William Phillips of Little Compton.

Clarence Winstead

Clarence Winstead, 63, of Warwick Neck, a lifelong shellfisherman, died last month after a brief illness. A resident of Warwick for 50 years, Mr. Winstead was the owner of several fishing boats.

No Major Repairs In Over 4 Years of Operation



The Kettenburg-built jig boat, "Pamela Sue," uses a Hallett Diesel as an auxiliary motor. Steve Prodanovich, owner, states that the motor has been in constant use for more than 4 years and has never required a major repair during this period.

Know more about Hallett . . . the most dependable line of Diesels manufactured.



Standard Model AC-1, 5 H.P.,
Air-cooled Diesel Engine



Hallett 1-cylinder, 8 H.P.,
Water-cooled Diesel

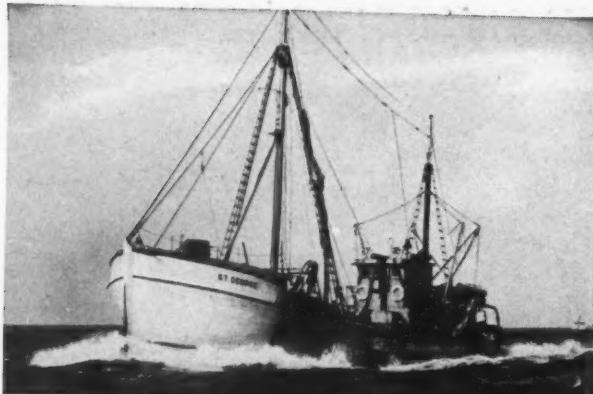


Hallett 2-cylinder, 18 H.P., Water-cooled Diesel



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Plants, see your nearest
distributor or write to...

The World's Finest
Dependable Low Horsepower



The 114-ft. trawler, "St. George," is powered with a 350 hp. Cooper-Bessemer diesel driving through a 7 in. dia. by 14 foot Monel shaft. She is owned and operated by Captain Coffin.

The St. George brings home the fish ... with the help of a Monel shaft

Captain Clyson Coffin, of Tenants Harbor, Me., knew what he was doing when he specified a Monel® shaft for his trawler, "St. George."

And he was sure he was right when he compared the result of tests, required by The American Bureau of Shipping, to the A.B.S. standards for steel propeller shafting in the same size range.

Monel Shaft of the "St. George"	ABS Standard for steel shafting
Ultimate Tensile Strength (test piece pulled to breaking)	
in lbs. per sq. in.	89,500
Yield Point, in lbs. per sq. in.	60,000
51,300	30,000
% Elongation over 2" of test piece pulled to breaking	
49	25

With figures like these, it's no wonder the Monel shafts in trawlers, shrimpers and tuna fleets consistently pay more than their way.

Although Monel is being diverted to defense production, essential industries such as fishing can still get some Monel equipment. But, the supply is limited and it will pay you to place your order with your local boat yard well in advance of the installation date.

The International Nickel Company, Inc.
67 Wall Street, New York 5, N. Y.



Fish Landings

For Month of November

Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (4)	48,900	Marietta & Mary (2)	9,200
Addie Mae (4)	19,700	Maris Stella (3)	183,100
Adventure (2)	100,000	Marjorie (2)	9,500
Agatha & Patricia (5)	65,700	Marsala (1)	7,500
Alphonso (5)	11,200	Mary & Jennie (3)	23,500
Annie & Josie (4)	22,400	Mary W. (1)	20,600
Arlington (2)	200,100	Mayflower (4)	17,000
Assertive (2)	133,500	M. C. Ballard (3)	113,200
Atlantic (3)	242,500	Michael G. (4)	22,600
Ave Maria (Dragger) (4)	22,000	Michigan (3)	234,600
Ave Maria (O. Tr'ler) (1)	58,400	Nancy (1)	7,900
Barbara C. Angell (2)	148,300	Nancy B. (2)	22,000
Bay (2)	147,700	Neptune (2)	130,000
Bonnie (2)	216,400	Nova Antonio (2)	9,000
Bonnie Lou (2)	103,500	Ohio (3)	210,600
Brighton (3)	200,000	Olympia (3)	45,100
Calm (1)	195,000	Olympia La Rosa (3)	68,200
Cambridge (3)	228,200	Pam Ann (2)	111,500
Carmela Maria (4)	17,700	Plymouth (2)	123,700
Catherine B. (Dragger) (3)	51,400	Princess (3)	26,700
Catherine B. (L. Tr'ler) (2)	8,400	Quincy (2)	139,200
Catherine T. (3)	126,800	Racer (2)	80,200
Comet (1)	53,000	Raymonde (3)	135,100
Crest (2)	374,000	Red Jacket (2)	212,000
Diana C. (2)	21,700	Robert & Edwin (3)	8,700
Dorchester (3)	169,000	Roma (4)	24,000
Eddie & Lulu M. (3)	4,200	Rosalie D. Morse (2)	115,600
Elizabeth B. (3)	212,300	Rosie (4)	32,900
Esther M. (3)	161,900	Rosie C. (1)	300
Famiglia (3)	32,500	Rush (2)	146,200
Flying Cloud (2)	193,000	Sacred Heart (4)	15,900
4-C-688 (2)	5,600	St. Anna (3)	11,500
4-G-370 (1)	2,800	St. Francis (3)	9,100
4-G-673 (2)	6,500	St. Michael (1)	1,800
4-H-823 (1)	7,500	Salvatore & Grace (1)	15,900
4-R-630 (3)	10,100	San Antonio (4)	22,200
Francesca (2)	8,700	San Antonio II (2)	13,300
Iva M. (1)	8,400	San Calogero (6)	63,700
J. B. Junior (2)	173,300	Santa Maria (2)	20,600
J. B. Junior II (3)	12,200	Santa Rita (2)	14,300
Jennie & Lucia (1)	22,200	Santa Rosalia (4)	18,200
Joe D'Ambrosio (3)	11,700	Sarah M. (1)	3,000
Josephine F. (L. Tr'ler) (1)	3,900	Savola (3)	14,800
Josephine P. (1)	15,500	Skilligolee (1)	36,900
Josephine P. II (2)	21,200	Sunbeam (2)	41,100
Josie M. (3)	11,300	Surge (1)	166,000
Leonarda (5)	6,800	Texas (2)	131,500
Leonard & Nancy (2)	106,700	The Albatross (2)	145,800
Little Nancy (3)	38,400	Thomas Whalen (3)	209,900
Little Sam (2)	12,300	Triton (1)	45,000
Lucky Star (3)	183,800	Two Pals (3)	13,100
Lynn (3)	212,900	Uncle Guy (1)	17,200
Mabel Mae (2)	153,400	Victory (3)	24,800
Madonna De Trapanni (4)	21,200	Wave (2)	433,000
Maine (2)	130,600	Weymouth (2)	133,500
Margaret & Marie (2)	4,700	Wm. J. O'Brien (2)	143,300
Margaret Marie (1)	800	Winchester (1)	77,400
Maria Christina (1)	4,400	Winthrop (3)	211,500
Maria Del S. (2)	5,300	Wisconsin (2)	166,200
Maria Giuseppe (G.N.) (1)	50,000	Yankee (6)	144,200

PORTLAND

Agnes & Elizabeth (1)	22,900	Manchanock (1)	20,900
Alice M. Doughty (2)	36,700	Notre Dame (1)	28,200
Althea (2)	18,300	Onward III (1)	6,600
Andarte (2)	98,000	Queen of Peace (2)	20,100
Araho (1)	25,000	Richard J. Nunan (2)	42,100
Carolyn & Priscilla (4)	53,200	Sea King (3)	101,600
Cherokee (1)	11,800	Silver Bay (2)	361,000
Clara Louise (1)	90,700	Theresa (1)	82,400
Eagle (2)	270,500	Theresa R. (1)	93,100
Elinor & Jean (1)	10,500	Trinity (1)	4,000
Ethelina (2)	34,700	Vagabond (4)	103,100
Florence & Lucy (1)	128,700	Vandal (3)	120,100
Geraldine & Phyllis (3)	112,200	Vida E. (1)	1,000
Louise (1)	65,600		

Scallop Landings (Gallons)

Adele K. (2)	1,888	Monte Carlo (2)	1,578
Mary Canas (1)	1,149	Nantucket (1)	666

WOODS HOLE

Angeline (1)	700	Little Chief (2)	4,900
Arnold (2)	11,200	Northwind (1)	7,000
Automatic (1)	7,700	Papoose (1)	2,200
Dolly & David (4)	12,200	Petrel (3)	18,900
Ettie K. (2)	9,500	Priscilla V. (1)	24,800
Eugene H. (3)	90,400	Resolute (2)	4,300
Five Sisters (2)	4,100	Roann (1)	41,400
Irene (2)	10,400	Southern Cross (2)	8,000
Jenny (1)	6,000	Three Bells (2)	5,600
Kelbarsom (2)	15,500	Two Brothers (2)	5,100
Lera G. (1)	5,100		

Woods Hole Scallop Landings (Gallons)

B & E (1)	820	Miriam A. (1)	226
Bobby & Harvey (1)	696	Nancy Jane (1)	1,115
Bright Star (1)	965	R. W. Griffin (1)	836
Friendship (1)	86	R. W. Griffin, Jr. (1)	807

NEW BEDFORD

Adventurer (4)	45,800	Jennie M. (1)	4,400
Alva (1)	11,100	Jenny (1)	13,200
Anastasia E. (4)	18,500	J. Henry Smith (2)	13,400
Annie Louise (2)	12,000	Joan & Tom (2)	19,700
Arnold (3)	17,800	Joan & Ursula (2)	30,300
Arthur L. (2)	41,400	John G. Murley (1)	16,900*
Austin W. (2)	49,000	June Bride (2)	21,800
Barbara (2)	15,500	Junojaes (3)	65,200
Barbara M. (3)	41,000	Kelbarsam (1)	9,600
Barracuda (1)	3,600	Lainee K. (1)	9,200
Bernice (2)	11,900	Liberty (1)	6,000
Capt. Deebold (2)	26,500	Madeline (1)	3,200
Carl Henry (2)	76,800	Maria-Julia (5)	29,200
Catherine C. (1)	35,500	Martha E. Murley (2)	23,500
Chas. E. Beckman (3)	41,800	Mary & Joan (2)	97,300
Dauntless (3)	44,000	Mary J. Hayes (3)	145,800
Doris Gertrude (3)	38,900	Mary-Jo (1)	3,300
Dorothy (1)	2,500	Mary M. (2)	14,700
Driftwood (3)	10,000	Minnie V. (2)	21,500
Edith (2)	14,000	Molly & Jane (3)	24,800
Elva & Estelle (3)	41,700	Noreen (2)	47,300
Elva L. Beal (4)	26,800	Pauline H. (3)	210,300
Ettie K. (1)	13,000	Phyllis J. (4)	17,600
Eugene & Rose (3)	53,600	Richard Lance (1)	17,200
Eunice-Lillian (3)	93,700	Rosemarie V. (2)	38,500
Felicia (1)	56,500	St. Ann (3)	98,600
Gambler (1)	5,000	Santa Treza (1)	4,600
Gannet (3)	169,000	Sea Hawk (3)	55,700
Gladys & Mary (3)	130,500	Shannon (2)	16,400
Gloria F. (1)	12,000	Sonya (4)	39,700
Growler (3)	86,500	Stanley B. Butler (2)	135,000
Gull (1)	2,100	Susie O. Carver (3)	29,000
Harmony (4)	38,700	Theresa & Jean (2)	80,000
Heilen B. (3)	24,200	Three Pals (3)	31,500
Hope (4)	20,900	Two Bros. (N.B.) (4)	26,400
Hope II (3)	34,300	Two Bros. (R.I.) (2)	8,700
Huntington Sanford (3)	18,000	Venture 1st (1)	32,000
Idlewild II (1)	3,300	Victor Johnson (3)	50,300
Invader (3)	79,300	Viking (N.B.) (3)	120,000
Ivanhoe (2)	45,500	Virginia (3)	113,300
Jacintha (2)	69,700	Whaler (3)	160,000
Janet Elise (2)	8,000	Winifred M. (1)	7,000

Scallop Landings (Gallons)

Abram H. (2)	2,250	Malvina B. (2)	1,900
Agda (1)	1,000	Maridor (2)	1,700
Alpar (1)	900	Marie & Katherine (2)	1,244
Amelia (2)	2,225	Marmax (1)	925
Antonia (2)	900	Mary & Julia (1)	625
B & E (1)	400	Mary Anne (2)	2,225
Bobby & Harvey (1)	944	Mary E. D'Eon (2)	1,550
Bright Star (2)	2,075	Mary J. Hayes (1)	400
Camden (2)	2,025	Mary R. Mullins (1)	155
Carol & Estelle (2)	2,250	Mary Tapper (2)	1,550
Catherine & Mary (2)	2,069	Moonlight (2)	2,250
Charles S. Ashley (2)	2,070	Nancy Jane (1)	1,180
Christina J. (2)	1,925	Newfoundland (3)	3,150
Dagny (1)	700	Palestine (1)	750
Dorothy & Mary (2)	2,000	Pearl Harbor (2)	1,700
Eleanor & Elsie (3)	2,691	Pelican (2)	2,250
Elizabeth N. (2)	1,725	Porpoise (2)	2,250
Empress (2)	1,850	Quest (1)	500
Ethel C. (2)	2,291	Red Start (2)	2,250
Fairhaven (1)	1,125	Ronald & Dorothy (2)	1,110
Flamingo (3)	3,030	Sea Ranger (1)	1,200
Fleetwing (2)	2,150	Similyn (3)	2,177
Francis J. Manta (1)	1,000	Sunapee (1)	444
Friendship (1)	1,025	The Friars (2)	1,825
Jerry & Jimmy (2)	2,250	3 & 1 & 1 (1)	200
Josephine & Mary (2)	1,920	Ursula M. Norton (1)	666
Charles S. Ashley (2)	2,069	Vivian Fay (2)	2,250
Christina J. (2)	1,925	Wamsutta (1)	555
Dagny (1)	700	Whitecap (1)	200
Eleanor & Elsie (3)	2,000	Wm. D. Eldridge (2)	2,250
Elizabeth N. (2)	1,725	Wm. H. Killigrew (2)	1,792
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
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Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
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Josephine & Mary (2)	1,920		
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Christina J. (2)	1,925		
Dagny (1)	700		
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Flamingo (3)	3,030		
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Friendship (1)	1,025		
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Josephine & Mary (2)	1,920		
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Christina J. (2)	1,925		
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Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		
Flamingo (3)	3,030		
Fleetwing (2)	2,150		
Francis J. Manta (1)	1,000		
Friendship (1)	1,025		
Jerry & Jimmy (2)	2,250		
Josephine & Mary (2)	1,920		
Charles S. Ashley (2)	2,069		
Christina J. (2)	1,925		
Dagny (1)	700		
Eleanor & Elsie (3)	2,000		
Elizabeth N. (2)	1,725		
Empress (2)	1,850		
Ethel C. (2)	2,291		
Fairhaven (1)	1,125		</td

Get Roomy, Bone-Dry Comfort



RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City



Golden Eagle (2)	264,500	Mother Ann (2)	460,000
Hazel B. (1)	100,000	Natale III (1)	20,000
Helen M. (1)	5,000	Newton (1)	65,000
Holy Family (2)	251,000	Nyoda (2)	20,000
Holy Name (3)	30,500	Paul Howard (2)	238,000
Ida & Joseph (2)	29,000	Philip & Grace (2)	268,000
Immaculate Conception (2)	18,000	Phyllis & Mary (6)	28,500
Irma Virginia (1)	5,000	Pilgrim (2)	290,000
Jackie B. (2)	9,000	Pioneer (5)	21,000
Jackson & Arthur (1)	8,000	P. K. Hunt (2)	265,000
J. B. Junior (4)	65,500	Positive (2)	290,000
Jennie & Julia (4)	36,000	Priscilla (3)	2,100
Johnny Baby (1)	15,000	Puritan (1)	130,000
Joseph & Lucia (2)	300,000	Rita B. (2)	203,000
Joseph S. Mattos (1)	12,000	Ronald & Mary Jane (1)	165,000
Josie II (4)	6,000	Rose & Lucy (3)	45,000
Julie Ann (2)	300,000	Rosemarie (2)	17,000
Killarney (1)	170,000	Rosemary (1)	6,000
Kingfisher (2)	440,000	Rosie & Gracie (3)	28,000
Lady of Good Voyage (3)	250,000	Rosie & Lucy (1)	5,000
Leonard & Nancy (1)	1,000	Sacred Heart (2)	2,500
Linda B. (4)	28,500	St. Anthony (2)	333,000
Little Flower (3)	39,000	St. Francis (1)	9,000
Little Joe (2)	24,000	St. George (1)	225,000
Little Sam (1)	2,000	St. John (1)	500
Lois T. (6)	71,000	St. Mary (9)	155,000
Lone Ranger (1)	34,000	St. Nicholas (2)	336,000
Lorraine III (1)	12,000	St. Peter (5)	42,000
Madame X (3)	12,500	St. Peter II (2)	340,000
Madonna (2)	22,000	St. Rosalie (1)	18,000
Maggie L. (1)	2,000	St. Victoria (2)	57,000
Malolo (1)	51,000	Salvatore (2)	8,000
Manchancock (1)	29,000	Salvatore & Grace (1)	10,000
Manuel F. Roderick (2)	200,000	Santina D. (4)	47,000
Margie & Roy (3)	3,500	Sea Queen (1)	25,000
Margie L. (4)	29,000	Sebastiana C. (2)	18,000
Maria Immaculata (2)	10,000	Serafina N. (6)	93,000
Marie & Winifred (1)	25,000	Serafina II (3)	37,000
Marietta & Mary (1)	3,000	Shannon (1)	14,300
Marion & Alice (1)	112,000	Skillingee (2)	55,000
Marjorie (1)	1,000	Sunlight (2)	350,000
Marjorie Parker (1)	9,000	Superior (1)	85,000
Marsala (1)	3,000	Sylvester Whalen (2)	325,000
Mary (4)	24,500	Theresa M. Boudreau (2)	384,000
Mary & Josephine (2)	400,000	Tina B. (1)	102,000
Mary E. (3)	12,000	Trimembral (4)	15,000
Mary F. Curtis (1)	108,000	Uncle Guy (4)	31,000
Mary Jane (2)	170,000	Viola D. (2)	12,500
Mary Rose (1)	142,000	Virginia Ann (3)	33,500
Mary W. (1)	4,000	We Three (4)	37,500
Michale F. Dinsmore (1)	100,000	Wild Duck (2)	290,000
Mocking B'rd (1)	90,000	Yankee (1)	10,000

STONINGTON, CONN.

America (10)	41,600	Mary A. (12)	23,100
Bette Ann (9)	13,300	Mary H. (10)	10,400
Carl J. (7)	46,000	New England (3)	4,700
Carol & Dennis (9)	44,600	Old Mystic (11)	40,000
Carolyn & Gary (11)	24,400	Our Gang (7)	40,600
Connie M. (13)	24,400	Portugal (6)	34,000
Fairweather (14)	43,300	Pvt. Frank Kessler (6)	33,400
Five Sisters (3)	9,200	Ranger (7)	33,900
Harold (10)	15,900	Rita (4)	35,300
Irene & Walter (13)	39,200	Russell S. (4)	24,600
Jane Dore (10)	17,000	St. Peter (10)	10,400
Lindy (5)	10,400	Theresa (7)	28,900
Lisboa (10)	14,700	Vagabond (8)	31,800
Little Chief (2)	3,300	William B. (6)	42,000
Marise (11)	21,900	Wm. Chesebrough (2)	7,600
Mandalay (1)	1,800		

NEW YORK

Alvan T. Fuller (1)	25,300	Olivia Brown (2)	94,800
Beatrice & Ida (1)	20,000	Paolina (2)	39,300
Buzz & Billy (2)	43,000	Rainbow (3)	47,400
Catherine C. (1)	32,500	St. Rita (4)	71,800
Evelina M. Goulart (2)	83,000	Sally & Eileen (1)	15,200
Gloria F. (1)	21,700	S #31 (1)	23,000
John G. Murley (1)	31,000	Susan (1)	21,700
Katie D. (1)	43,000	Teresa & Jean (2)	102,500
Lorine III (1)	35,200	The Queen (2)	61,500
Mabel Susan (1)	23,400	Tina B. (1)	53,100
Bright Moon (1)	575	Scallop Landings (Gallons)	
Catherine C. (1)	800	Olive M. Williams (2)	1,250
Friendship (2)	1,075	Richard Lance (1)	900
Gud Yontiff (1)	1,100	Rockaway Belle (1)	550
Miriam A. (2)	1,850	Rosalie F. (2)	2,050
Muskegon (1)	430	Whaling City (1)	1,000

Boat Show Will Be Held Jan. 11-19

The 42nd annual National Motor Boat Show will be held in Grand Central Palace, New York City, January 11-19, 1952, it was announced by George W. Codrington, president of National Assn. of Engine and Boat Manufacturers.

Members of the 1952 show committee are: chairman, Codrington, vice-president of General Motors Corp. and general manager of its Cleveland Diesel Engine Division, Cleveland; John W. Mulford, president of Gray Marine Motor Corp., Detroit; Leon E. Travis, president of Richardson Boat Co., Inc., North Tonawanda, N. Y.; Fred L. Hewitt, Jr., president of Century Boat Co., Manistee, Mich.; Ralph G. Klieforth, president of Universal Motor Corp., Oshkosh, Wis.

FEDERAL TRU-PITCH PROPELLERS

SWEETHEARTS of the COMMERCIAL FLEET

GRAND RAPIDS 3, MICHIGAN



Canadian Report

By C. A. Dixon

Sardines

In the St. Andrews Bay area sardines are still being caught in varying quantities, in spite of the fact that December is here. The fishermen at St. Andrews have enjoyed a big year in the weir fishing industry, several weirs having taken in excess of 2,000 hogsheads, with the highliner well on the way to 3,000. With fish selling at \$20 a hogshead, and each hogshead producing \$4 worth of herring scales, the weir owners and operators have done well in 1951. Elsewhere in Charlotte County and in Saint John County fishing has been sporadic and less productive. The sardines are of excellent size, and the pack throughout 1951 has been the best in years. Even the smaller factories are being operated this Fall.

Lobsters

Lobstermen of Grand Manan, a prolific source of lobsters in southern New Brunswick, caught 74,000 pounds of the shellfish in the first day's hauling on November 15. That's a lot of shellfish to be caught in a single day's fishing, although the traps had been set the day before, as allowed by law this year. At the price of 40 cents a pound paid on the first day, the aggregate income for lobstermen of a comparatively small area amounted to nearly \$30,000.

About 46,000 traps are being fished at Grand Manan. These added to the thousands being fished elsewhere in Charlotte County and in Saint John County in southern New Brunswick, doubtless will bring in more lobsters from the sea this Fall than last, provided the increase is as general as at Grand Manan. Last year in the Fall the first catch was reported as having been 85,000 pounds, but it represented two days' fishing instead of one. So it is evident that more lobsters are being caught this Fall.

Fairly good fishing is being had in the St. Andrews Bay region, but smaller catches have been reported at Deer Island and vicinity. No reports have come in from the mainland shore including Saint John County, but it is thought fishing will follow the trend in general and be some better than it was last year.

N. B. Fish Packers' Assoc. Meets

The speaker at the annual meeting of the New Brunswick Fish Packers' Association, held in Moncton, N. B., was Ray Kinsella, chief of the Fisheries Section, Export Division, Department of Trade and Commerce, Ottawa, Ont. Studied during the meeting were reports of law enforcement activities. It was resolved at the meeting to ask the federal government to clarify the law in respect to the marking of weights on fresh and frozen lobster meat cans.

Mr. Kinsella reviewed market conditions for New Brunswick fish. He also gave an analysis of possible sales areas on a global basis. He stated that in spite of the dollar shortage in the United Kingdom the outlook was good. He said a brisk demand existed for New Brunswick canned sardines, and that surplus quantities should be marketed without difficulty abroad.

United Maritime Fishermen's Resolutions

At the recent meeting of the United Maritime Fishermen, which took place in Moncton, N. B., resolutions passed were as follows: (1) that the Federal Department of Fisheries be asked to provide for classification of oysters according to where they are fished, (2) that bounty paid for certain types of seals be extended to include all types of seals owing to their harmful effect on fisheries, particularly salmon, (3) that efforts of the Department of Fisheries to curb illegal fishing practices be commended, and that still stricter enforcement of protective regulations be sought.

B.F. Goodrich Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.

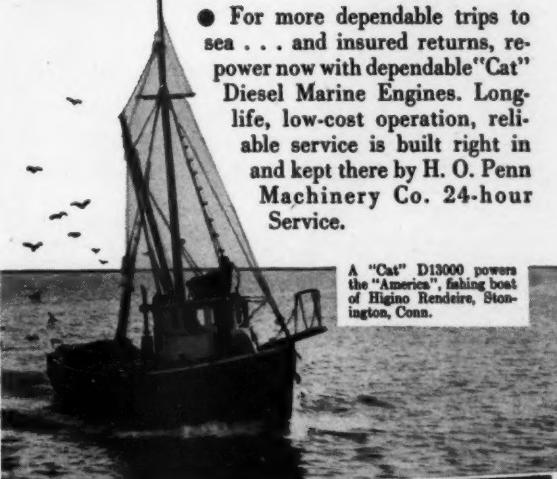
AKRON 8, OHIO

Engineers and National Distributors

POWER TO
TAKE YOU OUT...
BRING YOU BACK

"Caterpillar"
Diesel Marine
Power!

- For more dependable trips to sea . . . and insured returns, re-power now with dependable "Cat" Diesel Marine Engines. Long-life, low-cost operation, reliable service is built right in and kept there by H. O. Penn Machinery Co. 24-hour Service.



A "Cat" D13000 powers the "America", fishing boat of Higino Rendeire, Stonington, Conn.

H. O. Penn Machinery Co., Inc.

140th Street & E. River 498 Jaricho Turnpike Dutchess Turnpike 136 Day Street
New York 54, N. Y. Mineola, Long Island Poughkeepsie, N. Y. Newington, Conn.

PFLUEGER Hooks

Sharp
Points—
Strong
Steel

Ask for Pflueger Hooks and you save money with the finest fish hook construction known. Tough steel and dependable finish give you extra long service from every hook. Points are needle sharp—hooks hold their shape.

Ask your supplier

THE ENTERPRISE MFG. CO., AKRON, OHIO
Over 87 years making Fishing Tackle

PFLUEGER
(Pronounced "FLEW-GER")

A GREAT NAME IN TACKLE



How Old is Santa Claus?



This particular Santa—the one you see on the Christmas Seals—is a very healthy forty-five!

Yes, this is the 45th annual Christmas Seal Sale—a holiday custom that has made possible one of the great social, economic, and medical achievements of the present century.

Your purchase of Christmas Seals has helped save 5,000,000 lives. Yet, tuberculosis kills more people than all other infectious diseases combined.

So, please answer once again the call that comes but once a year—and help make possible the campaign against tuberculosis every day of the year.



Buy Christmas Seals!

Because of the importance of the above message, this space has been contributed by

ATLANTIC FISHERMAN

Lamprey Problem

(Continued from page 17)

because so few of them could be taken at that time. One New England fish dealer processed and sold pickled lampreys put up in glass jars. He trapped them as they left salt water to enter coastal rivers to spawn. The scarcity of lampreys, however, rendered the price far too high for the average consumer.

A Wisconsin State Teachers College biology instructor and his wife who tasted sea lamprey rated it comparable in flavor to catfish.

The proved commercial method of preparing the sea lamprey is to remove head and entrails, cut the body into slabs and soak in brine overnight. Then the lampreys should be removed to the smokehouse and remain under smoking process for from 36 to 48 hours. Upon completion of smoking, the slabs should be cut up and placed in glass jars or tin cans, with a sprinkle of vinegar and spices, and processed in a pressure cooker.

More than 10,000 cured and smoked lampreys already have been produced this year for local markets in Ontario by a processor of smoked fish products in Toronto. Nevertheless, in the opinion of Dr. Moffett, marketing problems which might arise from an attempt to sell the American housewife on sea lampreys would be virtually insuperable.

Other Uses

Sea lampreys might provide excellent material for fish meal—a product used extensively by poultry raisers. Since the lamprey is not a soft-flesh or scavenger fish, it avoids dirty water and selects only the best foods, e.g., body juices and blood of fish. The lamprey contains essential vitamins important to man and animals. It also provides a very good fertilizer for plants and shrubbery.

Dr. Moffett reports that the saliva gland of the lamprey contains a high-potential anticoagulant and cell-disintegrating substance which might be of use in surgery.

Sliced in a V-shape, the lamprey makes effective bait for set-hook lines. To make this lure move like a live minnow, the hook should be inserted in the following manner: with bait placed in the palm, the left hand should be cupped to make a curve. Insert hook in bait about 1" below wide end, then push the hook back through the flesh and out at the right side about 2" from tip of V-shaped lamprey bait. To prevent tearing, take a half-hitch with leader around the wide end of the bait.

Some fishermen use a short wooden stick resembling a strong toothpick inserted in the flesh to maintain the "kink" in the V-shaped bait.

A sizable spinner, if the bait is used for trolling, should be used as an attractor. In the event a braided fishline is used in trolling, a rudder provided with swivels, placed about 20' ahead of the lure, will prevent the line from unraveling.

Used as set-hook bait, a swivel should be inserted between hook and line. Waving water forces the pointed end of the bait to undulate like the tail of a fish.

South Carolina Has Good Bluefish Run

Commercial net fishermen are having their best season in many years along South Carolina's Grand Strand. After an unprecedented run of mullet and Norfolk spots in September, huge schools of bluefish are now keeping the Grand Strand ocean waters churning, and fishermen's pockets filled.

Following a report that huge schools of blues had been sighted heading south by a plane offshore near Wilmington, N. C., Ocean Drive and Crescent Beach net fishermen got biggest catches of blues ever landed on these beaches.

Oyster Canners Expect Good Season

In South Carolina, where oyster production is almost exclusively from private grounds, plans for expanded culture are being made. Oysters this year are considerably improved, and canners are looking forward to a successful season.

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Vineyard Bailings

By J. C. Allen

With December abreast, and Winter begun, the usual period of transition, as it might be called, is well under way alongshore. Fish migrate, so they claim, or go into the mud, the coots fly to hell and gone, and the fishermen haul on long boats and go shellfishing; while the drug-clerks, carpenters, painters and plumbers, who have been ashore for a year, rig up in boats and oilers, and look as salt as the real article. That is the scene around the shores, and in the salt ponds of Marthas Vineyard Island.

Fishing, by which we refer to the real article, was reduced to the movements of the few deep-legged craft that hail from Island ports. Those that continued to sail, headed into the distance where they found some fish, not too seasonal, and plenty of wind and sea.

The sole varieties, the fluke, and in spots, the butters, all ran according to present-day expectations. But there was a dearth of cod and haddock, and inshore, where small craft usually figure on tautaug or blackfish, as they are called, the fish appeared to be plentiful enough, but scattered. A man had to anchor in 40 places in fishing out a tide.

Water Too Warm

All hands claimed that it was due to warm water, and from the pierhead where we loaf and listen, that seems as good a reason as any. We wouldn't dare to say how many native sons picked strawberries for their Thanksgiving dinner, nor how many picked roses to decorate the table, but there were plenty; and when such things are, it is not strange that the sea-water around and about should be warm, too warm, in fact, for such fish as the cod.

But few of our Island men were interested. The heft of those who turn to the water for a livelihood in November, were interested in the shellfish, namely, the Bay scallop.

At six to eight bucks a gallon, this is not so strange when a man can figure on two gallons up for the day. And there were some 500 commercial licenses issued, maybe 40 of 'em to women, believe it or not. After all, there is only one town on Marthas Vineyard Island which has no scallop beds, and the set this year was the best that anyone has ever seen, taking the Island full and by. There were some thin spots, yes, but in others the bivalves laid chin-deep to a giraffe.

Interest in this shellfishing has been on the increase for a number of years, and we have already reported action by Tisbury and Edgartown, which has added some hundreds of acres to their respective beds. But there is more to it than that. The realization has come to many men who indulge in thinking and planning for the future, that shellfishing is something more than a seasonal fad by which a few extra dollars can be made.

New and Larger Scallop Boats

For years many of the men who fished for one to three weeks each Fall, have, for the most part, outfitted as cheaply as possible. They have actually used boats so small that only the god who protects drunks, fools and children prevented wholesale drownings. Everyone will agree to this. This year it has been very noticeable that larger boats are coming into use, new boats, in various cases, designed especially for the shoal, choppy waters of the land-locked salt ponds and harbors. It seems like a good trend to us.

It might be of interest to other towns which have Bay scallops to know something about the activities of H. Weston Chase, the shellfish warden of the town of Oak Bluffs. This town made a big step ahead this year in boosting its scallop catch, and the increase involves some 20,000 berries at present prices, which is not peanuts even in these inflationary days.

It has been customary each Spring to clean up the starfish as far as possible. In doing this, dredges are used,

and plenty of seed scallops come up in every dredge. Chase had experimented with moving seed on a small scale, as all other towns have done, and he believed that he had learned a trick or two about it.

Last Spring, before he started starfishing, he surveyed the area and discovered a large spot where there was no seed at all. During the process of starfishing, he and his crew picked up over 3,000 bushels of seed scallops, which normally would have been dumped on the spot, and likely enough, dredged up again and again. But on this occasion he took all the seed and spread it in the unseeded area. This season that planted area has furnished the best fishing in the township, with the scallopers taking 400 bushels a day for a considerable length of time, and the supply still holding up well.

We haven't attempted to pry into any of the warden's professional secrets, but this we have observed. That the flow of the flood tide runs across this planted area into the pond and not out. The flood, in this particular place, is the only tide that greatly affects the area so planted, and little regard for the ebb was necessary. And we likewise observe that the new seed this season is thickest dead to looward of where the planting was done, well into the pond. Chase feels very well satisfied with what he accomplished, and the gang feels even more so. Maybe it was just an accident, but be blowed if we believe it.

New Jersey Oysters Are State's Second Largest Resource

New Jersey's second largest natural resource is the oyster, according to William Riggan, prominent oysterman of the Port Norris area. Riggan points out that oysters from Maurice River Cove are shipped all over this country as well as to Canada and overseas. The largest market for Maurice River Cove oysters is California.

Oyster beds along the Southern New Jersey shore of Delaware Bay total over 250,000 acres. Of this acreage, 35,000 are under private cultivation. All oyster beds are leased from the State.

When Mr. Riggan's grandfather pioneered in the oyster industry in 1860, small two-masted sailboats were used. All work was done by hand and 100 baskets a day was a large haul at Port Norris.

In 1875, Joseph Turner developed a hand winder for oyster dredges that was a boon to the industry. Some 27 years later, in 1902, Henry Hettinger, together with Lew Sheppard and Riggan's father, perfected a gas engine and roller for oyster dredges that caused the oyster industry to grow.

Hettinger was one of the pioneer builders of small engines for auxiliary sailboats. Prior to 1945, oystering was done exclusively under sail power, but in that year the State Legislature authorized the use of power boats on the oyster beds. The impetus of power has greatly increased oyster production.

Now an air hoist is being made that is entirely automatic and is expected to bring another increase in the oyster yield. The new device is controlled from the pilot-house.

The oystermen were hard hit during the depression years, with the number of oyster boats on the Delaware dropping from over 250 in 1928 to 65 in 1945. But with the advent of power and an 8-hour-day, there are now about 176 boats engaged in harvesting oysters.

Capt. Frederick D. Truax

Capt. Frederick D. Truax, known for half a century as captain of the Hudson River shad fishing fleet, died at Englewood November 15 at the age of 84.

Capt. Truax, who began commercial shad fishing in the Hudson in 1900 and who had built up a large fishing fleet, was active until five years ago. Always one of the first to stretch his nets in the Hudson each Spring, he usually was the first to make a sizable catch. About ten years ago he helped organize and was president for several years of the New Jersey Shad Fishermen's Association.

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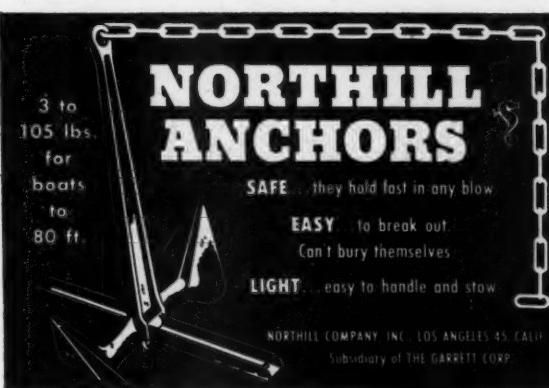
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*Northill Co., Inc., Los Angeles 45, Calif.

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Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

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Quaker City Cold Storage Co., Philadelphia, Pa.

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The Edwin H. Fitter Co., Philadelphia 24, Pa.

New Bedford Cordage Co., 131 Court St., New Bedford, Mass.

*Tubbs Cordage Co., San Francisco, Calif.

DEPTH FINDERS

*Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.

*Bludworth Marine, 92 Gold St., New York 7, N. Y.

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Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

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*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

The Edson Corp., 141 Front St., New Bedford, Mass.

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Flagship Engine Co., Lynch Cove, Baltimore 22, Md.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

*P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

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*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

*The National Supply Co., Engine Division, Springfield, Ohio.

*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

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 Wickwire Spencer Steel Division, Palmer, Mass.

Sixth Annual FAO Conference Held in Rome, Italy

The sixth FAO conference was held in Rome beginning November 19 and extending into the early part of December. The report of the Fisheries Panel of the Food & Agriculture Organization pointed out that "world fish production today is estimated at approximately 25,000,000 tons and experts are satisfied that the fisheries resources are such that this figure could be doubled without risk to their future; a production and distribution of 50,000,000 tons approaches the level which nutritionists indicate desirable."

The report recommended that the Digest of Laws and Regulations from all countries of the world pertaining to fisheries standards and inspection be kept up to date and given widest possible distribution. In the panel discussion it was the unanimous view of the members that FAO should not go beyond compiling and publishing the digest, and that there should be no attempt to establish world standards or to embark on work pertaining to inspection.

The report again called attention to the observation made at the Fifth FAO conference; that newly developed fisheries should be used for local consumption rather than for export.

Representing fisheries interests on the United States Delegation were A. W. Anderson, chief, Branch of Commercial Fisheries, Fish & Wildlife Service; and Charles E. Jackson, general manager, National Fisheries Institute.

Study of world fish catch by Food & Agriculture Organization's Fisheries Division has revealed that herring family, which makes up largest proportion of fish caught in sea, is being given close run by fish caught in fresh and brackish waters. Of estimated 25,000,000 tons of fish produced annually by world's fisheries, herring and similar species make up 21 percent of total, while fresh and brackish-water fish are a close second, with 19 percent. Cod, hake, and similar species comprise 14 percent of total, and crustaceans and mollusks 8 percent.

Asia, excluding Russia, is leading fish-producing region of world, yielding 48 percent of total. Europe follows with 24 percent, and North and South America combined, with 17 percent.

Outlook for increased fish production appears to be promising, for FAO study reports that many countries are adding or planning to add, mechanized craft to fishing fleets to fish in areas farther from port and save on travel time. Moreover, report adds, improvements in fishing gear and equipment are being made in many underdeveloped as well as developed countries.

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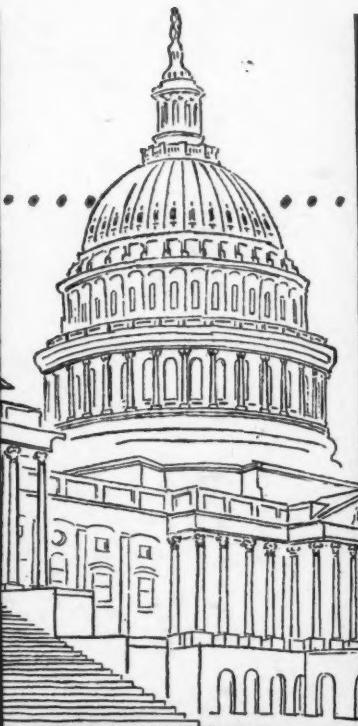
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